NORTH NORTHAMPTONSHIRE
CORE SPATIAL STRATEGY

ADOPTED JUNE 2008

North Northamptonshire
Joint Planning Unit
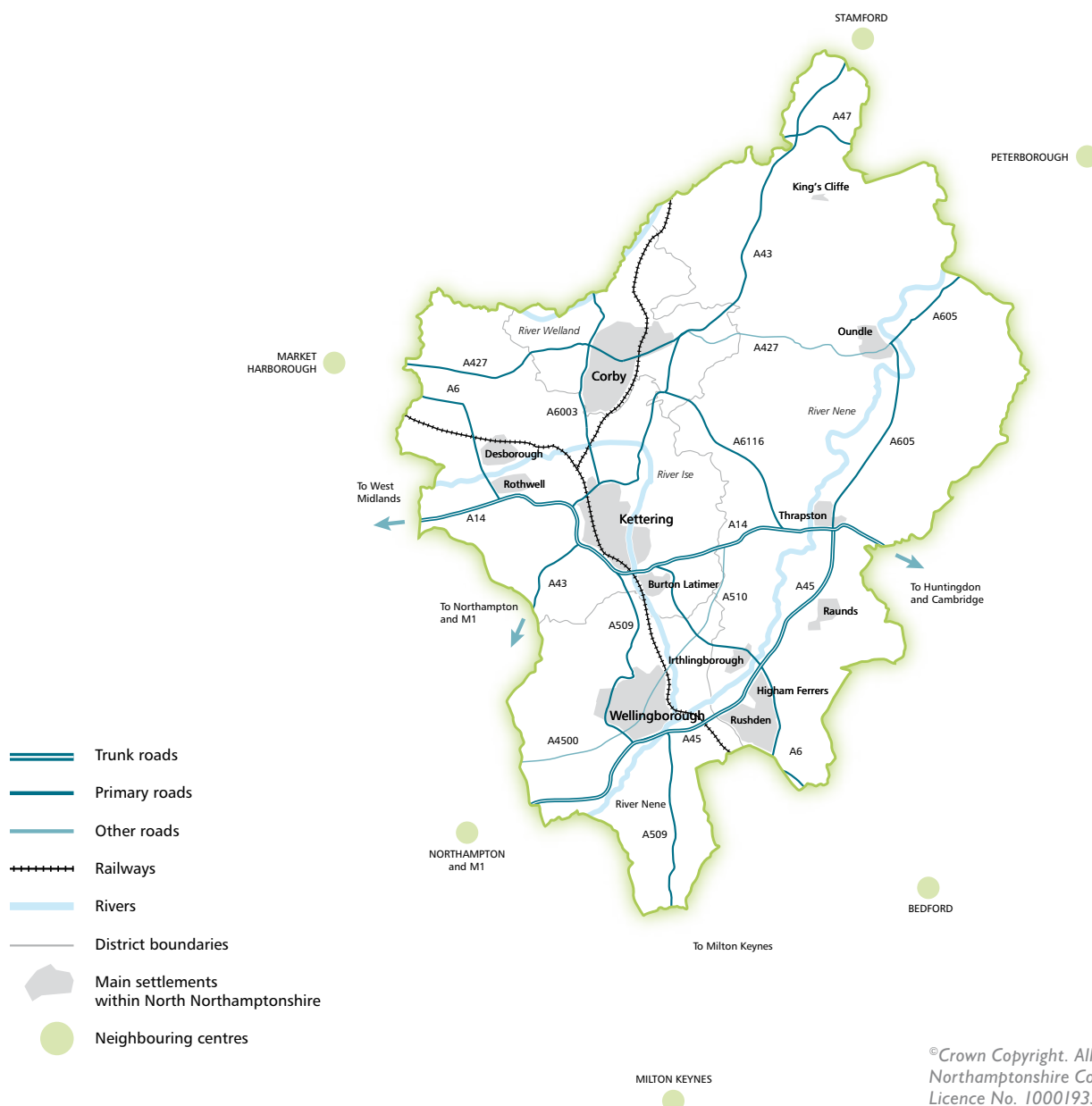
CONTENTS

1. INTRODUCTION

FIGURE 1: NORTH NORTHAMPTONSHIRE

Trunk roads

Primary roads

Other roads

++++++ Railways

Rivers

District boundaries

Main settlements within North Northamptonshire

Neighbouring centres

NORTH NORTHAMPTONSHIRE LOCAL DEVELOPMENT FRAMEWORK

1.1   North Northamptonshire is a new name. It relates to the area that is covered by Corby, Kettering, Wellingborough and East Northamptonshire Councils. It is part of the Milton Keynes and South Midlands growth area promoted by the Government through its Sustainable Communities Plan[1]. Included within North Northamptonshire are the main towns of Corby, Kettering and Wellingborough, along with Rushden and a number of other smaller towns and many villages.

FIGURE 2: REGIONAL CONTEXT

1.2   Corby, Kettering, Wellingborough and East Northamptonshire Councils, together with Northamptonshire County Council, have worked through a Joint Planning Committee to create the overall town planning strategy for the area. This is known formally as the 'North Northamptonshire Core Spatial Strategy' but is referred to throughout as 'the North Northamptonshire Plan' or simply 'the Plan'. This Plan is a key part of the Local Development Framework for North Northamptonshire that replaces the current County Structure Plan and the Local Plans of each Council. The Secretary of State has directed that a number of development plan policies should be 'saved' and continue to apply until superseded by policies within other Development Plan Documents. The CSS replaces some of these saved policies as identified at Appendix 1.

FIGURE 3: LOCAL DEVELOPMENT FRAMEWORK
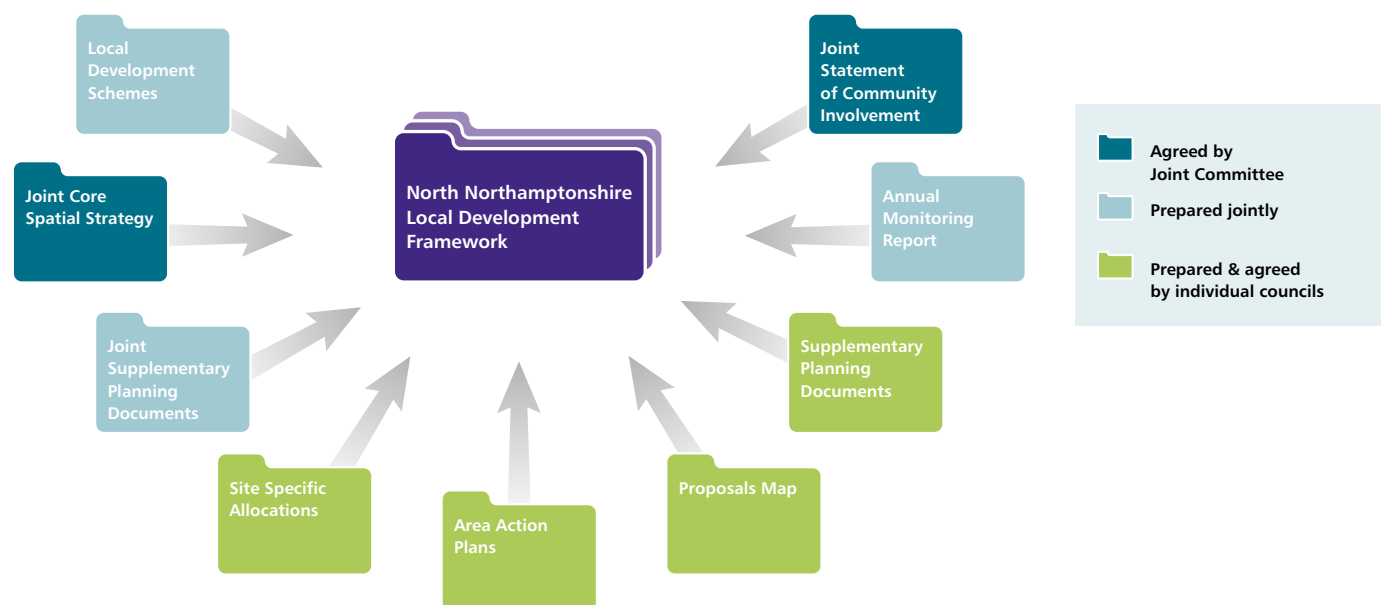
1.3   The individual Councils, based on the framework provided by this overall Plan are preparing other more detailed plans for parts of their areas. More detail on the range of new planning documents that are being prepared can be found in the Local Development Scheme which programmes all of the work. The Joint Planning Unit (JPU) can provide copies of it or it can be accessed on the JPU website www.nnjpu.org.uk

1.4   The North Northamptonshire LDF must be broadly in line with national planning policy and with regional policy as set out in the Regional Spatial Strategy (RSS8) incorporating the Milton Keynes and South Midlands Sub-Regional Strategy. This Plan does not repeat national or regional policy unless this is essential in order to provide a coherent set of policies. If the Plan is silent on an issue it is usually because the issue is adequately covered in national or regional policy or can be better addressed in district development plan documents.

1.5   The Plan has been through a rigorous consultation process including Issues and Options and Preferred Options consultation prior to its submission to the Secretary of State. The Plan was then tested by an independent Inspector at an examination in public between February 2007 and February 2008 who concluded that, subject to minor amendments, it was sound.

SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT AND HABIT REGULATIONS ASSESSMENT

1.6   Local development documents must be subject to a Sustainability Appraisal (SA) in order to test how they will aid in the development of sustainable communities. A Strategic Environmental Assessment (SEA) of the Plan is also required. The parallel processes of SA/ SEA have been undertaken alongside the production of the Plan, with a 'Scoping Report' for this prepared in May 2005. A Sustainability Report was published alongside the Preferred

FIGURE 4: CORE SPATIAL STRATEGY – PROCESSES AND TIMETABLE

JUNE – JULY 2005	**CONSULTATION ON ISSUES AND OPTIONS** "Options for North Northamptonshire: Towards a Joint Core Spatial Strategy"
NOVEMBER 2005 – JANUARY 2006	**CONSULTATION ON PREFERRED OPTIONS** "Preferred Options for North Northamptonshire: Towards a Joint Core Spatial Strategy"
SPRING 2007	**SUBMISSION OF CORE STRATEGY TO GOVERNMENT WITH OPPORTUNITY TO MAKE FORMAL REPRESENTATIONS**
AUTUMN 2007	**INDEPENDENT PUBLIC EXAMINATION**
JUNE 2008	**CORE SPATIAL STRATEGY ADOPTED**

Options report, and the final Sustainability Report was published for consultation with the submitted Plan and further work carried out with Natural England to ensure that the requirements of the Habitats Regulations are satisfied.

1.7   The effects of certain policies in this Plan may only become clear as they are translated into more specific local policies and development projects. The Development Plan Documents to be prepared by the individual North Northamptonshire local authorities will therefore be subject to separate Sustainability Appraisals including, where appropriate, Habitats Regulations Assessment (HRA) in respect of the Upper Nene Valley Gravel Pits proposed Special Protection Area, in order to determine site specific impacts of development and to be able to identify and avoid or mitigate against impacts where identified.

FORMAT AND CONTENT OF THIS DOCUMENT

1.8   The format of this plan is as follows:

- Chapter 2 gives an overview of North Northamptonshire's characteristics, the issues that arise from this and therefore the Vision and Objectives for the Plan.
- Chapter 3 sets out the Spatial Strategy for the Plan – the big picture of **'where'** and **'when'** we want activity, development and investment to be over the period to 2021. This includes the roles and relationships of the settlements, the transport and Green Infrastructure strategies, the distribution of development and the delivery mechanisms.
- Chapter 4 refers to Building Sustainable Communities – setting out more detail of **'what'** we need to make development a success. This includes the need for a step-change in the quality of development, particularly the environmental standards to be achieved.
- Chapter 5 sets out the Monitoring Framework – outlining **'how'** the Plan will be monitored and reviewed to ensure that its objectives are met.
- Appendix 1 sets out the local plan policies that are superseded by policies in the CSS.

THE CONTEXT FOR THE PLAN

1.9   Work on the Plan did not begin with a blank sheet of paper, as it has to reflect existing policy frameworks at a number of levels including national, regional and local guidance. The key component that underpins policy at all levels is the concept of sustainable development. The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations.

1.10   The Government's Sustainable Communities Plan identified the Milton Keynes South Midlands (MKSM) area as one of four growth areas for the greater south-east. Following this, a Sub-Regional Strategy for the area (which covers Northamptonshire, Milton Keynes, Aylesbury Vale and Bedfordshire) was prepared. It has since been incorporated within the Regional Spatial Strategy for the East Midlands, adopted in March 2005 and referred to here as the 'Regional Strategy'.

1.11   The Regional Strategy sets out a long-term spatial vision for the sub-region towards the year 2031, with specific guidance to 2021. It also sets out guidance on the scale, location and timing of development, the associated infrastructure, and the delivery mechanisms needed to achieve the Government's vision for sustainable communities. The provisions of the Regional Strategy have framed the Strategy for North Northamptonshire in this Plan.

1.12   North Northamptonshire is a key component of the MKSM growth area. The Regional Strategy outlines that North Northamptonshire should accommodate 52,100 new dwellings between 2001 and 2021, with 34,100 incorporated at the neighbouring growth towns of Corby, Kettering and Wellingborough. This growth would increase the population of North Northamptonshire by 85,000 (from 285,000 in 2001 to 370,000 in 2021[2]). The Regional Strategy sets the goal of achieving 43,800 new jobs over the same period.

[2] *Northamptonshire Demographic Model: 2004-based Population Projections (NCC)*

1.13   The Regional Strategy also contains the following objectives:

- To achieve a major increase in the number of new homes provided for the area, meeting needs for affordable housing and a range of types and sizes of market housing;
- To provide for a commensurate level of economic growth and developing skills in the workforce, particularly in the high value, knowledge based sectors;
- To locate development in the main urban areas to support urban renaissance, regeneration of deprived areas, recycling of land and sustainable patterns of travel;
- To ensure that development contributes to an improved environment, by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets (including landscape and biodiversity) and providing green space and related infrastructure (Green Infrastructure);
- To meet existing infrastructure needs and provide for requirements generated by new development, by investing in new and improved infrastructure, by planning to reduce the need to travel and by creating a shift to more sustainable modes of travel; and
- To create sustainable communities by ensuring that economic, environmental, social and cultural infrastructure needs are met in step with growth.

1.14   The Plan takes into account other relevant strategies and programmes. In particular, the Plan takes forward the requirements of the Northamptonshire Waste Local Plan by making provision for local and neighbourhood waste management facilities within new development, notably Sustainable Urban Extensions, and promoting the minimisation of waste, and a range of energy efficiency and sustainable development measures. It has reflected the requirement to not sterilise mineral resources, particularly of allocated sites and maximise the use of recycled aggregates that are set out in the Northamptonshire Minerals Local Plan. The Plan also reflects the policy aims and key transport schemes of the Northamptonshire Local Transport Plan and the Transport Strategy for Growth[3], as set out in policies 2-4 of the Plan and its supporting text. To inform the infrastructure requirements of the Plan reference has been made to the business plan of the North Northants Development Company, Catalyst Corby Regeneration Framework and the plans, amongst others, of the education and health authorities and utility companies.

[3] MRC McLean Hazel on behalf on Northamptonshire County Council (2006) Northamptonshire Transport Strategy for Growth

1.15   The Plan notes the move from Police and Health providers to develop a network of community facilities close to where people live, and the potential for mixed use community centres that provide these facilities. This is particularly relevant to the facilities that should be provided within Sustainable Urban Extensions. Future education requirements and the aspiration of the education authority to build schools where and when needed have been reflected in the distribution of development, and have underpinned the strategy to provide Sustainable Urban Extensions of a sufficient scale to incorporate these facilities.

1.16   The Plan recognises the spatial relationships between North Northamptonshire and adjoining areas. Transport linkages and health care provision are particular issues that cross over administrative boundaries. Adjoining planning authorities and other key stakeholders have been consulted in the preparation of the Plan to allow them to advise how their strategies affect the Plan. The adjoining areas of Northampton, Peterborough and Bedford

are also planning for significant growth and Leicester is currently undergoing significant regeneration, with major retail development strengthening its position as a regional centre. This may have implications for North Northamptonshire in terms of competition for private and public investment and pressures on transport and other infrastructure. Northampton in particular has a key functional relationship with North Northamptonshire and its expansion and increased retail and employment offer will have implications for transport infrastructure, competition with town centres, and potential pressures for Greenfield development. The studies of transport and retail issues that underpin this Plan have taken account of these relationships and provide the basis of a realistic and deliverable strategy for North Northamptonshire.

1.17   A key component that has guided the preparation of the Plan is the requirement to apply a spatial planning dimension to the Community Strategies that have been prepared by the North Northamptonshire Local Strategic Partnerships (LSPs). The Joint Planning Unit has worked closely with the LSPs both to engage stakeholders during the formulation of the Plan, and to ensure that the Plan sufficiently reflects the Community Strategies. These individual Strategies all contain a Vision and Objectives and deal with key cross-cutting themes such as:

- Health – improving health and promoting social inclusion, promoting sport and recreation;
- Education and skills – Raising skills levels, including addressing the skills shortage for 16-25 year olds through work based learning;
- Ensuring economic prosperity – ensuring the availability of relevant and appropriate business skills and training opportunities; providing high quality infrastructure to support and encourage innovation and growth; build on the unique character and location;
- Environment – encourage and promote environmental protection, improve the environmental and visual quality of the area, manage resources effectively, sustainable transport for all;
- Communities – Reduce fear of crime, improve access to services and facilities, regeneration and improvement of town centres.

1.18   The Spatial Vision and Objectives in the Plan and the policies to deliver these take forward the themes and visions and objectives of the Community Strategies that are outlined above, and seek to deliver these priorities. Monitoring of the Plan will be fundamental to assessing its effectiveness in delivering the Community Strategies and the monitoring framework is set out in Section 5.

1.19   The North Northants Development Company is working alongside the Joint Planning Committee, and will play a key role in implementing the policy framework set out in the Plan. The purpose of NNDC is to drive, co-ordinate and manage the delivery of sustainable growth through the procurement of infrastructure and employment led growth across North Northamptonshire and to lead and drive the regeneration of communities and places within North Northamptonshire. Further details can be found at www.nndev.co.uk

THE PLAN PERIOD

1.20   This plan is for the period to 31st March 2021 and addresses the growth requirements, in terms of new homes and jobs, set out in the Regional Strategy. However, North Northamptonshire will continue to be a growth area after 2021. The Regional Strategy makes a provisional assumption, for the purpose of infrastructure and development planning, that North Northamptonshire will deliver a further 28,000 homes in the period 2021 to 2031. The review of the Regional Strategy, published in September 2006, seeks to firm up on levels of growth over the period to 2026. This proposes that high rates of development in North Northamptonshire should continue, providing a further 13,975 homes and associated jobs and infrastructure in the period 2021 to 2026. This figure will be tested through the regional planning process (the examination in public was held between May-June 2007) and an early review of the North Northamptonshire Plan.

1.21   The spatial strategy set out in this Plan will provide the basis for considering any future growth, with a continuing focus on the growth towns and the town centres in particular. The Plan indicates the broad locations where there is potential for Sustainable Urban Extensions to continue to grow beyond 2021 (paragraph 3.66). This provides an ongoing supply of housing land (national guidance[4] requires the adopted Plan to show a fifteen year supply through to 2023). Potential further Sustainable Urban Extensions will be determined through a future review of the North Northamptonshire Core Spatial Strategy. However, priority will be given to expanding existing Sustainable Urban Extensions at the broad locations identified by this strategy.

1.22   This approach gives a degree of certainty to developers and infrastructure providers but does not pre-judge the review of the Regional Strategy or the technical work and consultation that needs to inform decisions on significant growth beyond 2021. Also, by not over-committing to housing provision beyond 2021, the approach gives flexibility to monitor and review the Plan, for example in the light of the balance achieved between new homes and the delivery of new jobs and infrastructure.

[4] *DCLG (2006)Planning Policy Statement 3: Housing*

2. ISSUES, VISION AND OBJECTIVES

PORTRAIT OF NORTH NORTHAMPTONSHIRE

2.1   North Northamptonshire is expected to accommodate more housing growth than any other part of the MKSM growth area. This growth would take the population of North Northamptonshire from an estimated 298,000 residents in 2006 to 370,000 in 2021[1]. Figure 5 compares past rates of population and job growth in the four North Northamptonshire districts with the rates of development implied by the Regional Strategy. It illustrates how the challenge varies between the districts, with the greatest step-change being required in Corby, whereas the challenge in East Northamptonshire is to restrain rates of growth. Development activity in Corby has begun to accelerate with record levels of housing completions in 2005/6 and commencement of a major town centre redevelopment. To achieve and sustain the required step-change in growth, North Northamptonshire must plan not only for the needs of existing communities, but also to become a destination of choice; somewhere that greater numbers of people and businesses want to live and invest in. The strategy to get there must be based on a good understanding of where North Northamptonshire is starting from; its key characteristics and the challenges and opportunities that these present. This portrait sets out some of these key characteristics.

[1] *Northamptonshire Demographic Model: 2004-based Population Projections (NCC)*

FIGURE 5: POPULATION AND JOB GROWTH[2]
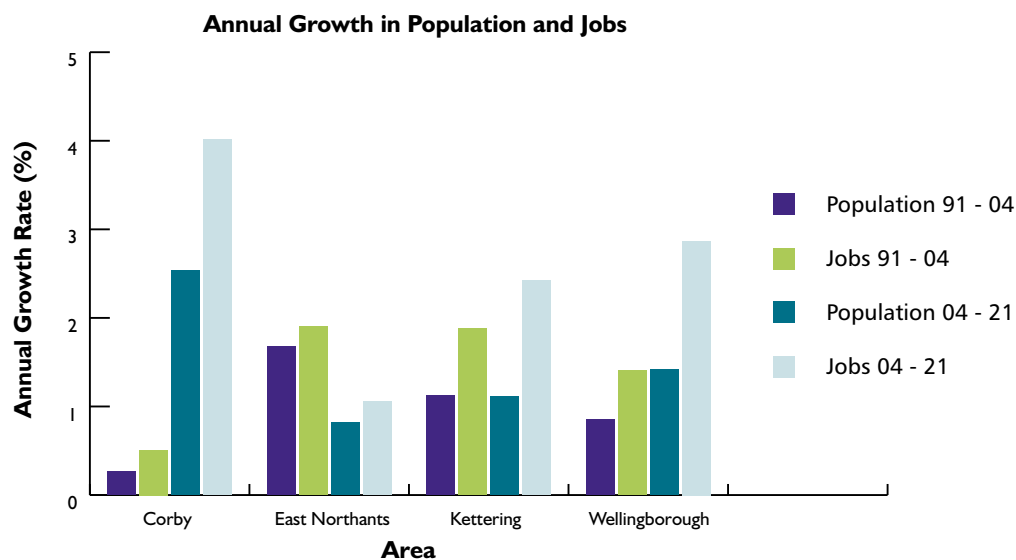
[2] *Sources: Census 1991, Government Actuaries Department, ABI and ONS*

Annual Growth in Population and Jobs

Legend:
- Population 91 - 04
- Jobs 91 - 04
- Population 04 - 21
- Jobs 04 - 21

Y-axis: Annual Growth Rate (%)
X-axis: Area (Corby, East Northants, Kettering, Wellingborough)

2.2   North Northamptonshire is at the northern tip of the MKSM Growth Area, closely related to the Oxford to Cambridge arc that has been identified as having potential for economic growth of international importance. Adjoining districts in West Northamptonshire and Bedfordshire are also planning for major growth as part of the MKSM Growth Area whilst, immediately to the east, Peterborough is part of the Peterborough/Cambridge/Stansted Growth Area. North Northamptonshire lies in the East Midlands where the 'Three Cities' Sub-Region of Nottingham, Leicester and Derby has been identified by the Government as a potential Growth Point.

2.3   North Northamptonshire is located on key strategic transport infrastructure in the form of the A14 'Trans European Route' providing linkages to the M1 and M6 as well as to the East Coast ports, and the Midland Mainline railway with stations at Kettering and Wellingborough providing links south to London (average journey time from Kettering to St Pancras 64 minutes; Wellingborough 57 minutes with onward Eurostar trains[3]) and north to the Three Cities (average journey time from Kettering to Leicester 26 minutes; Wellingborough 33 minutes) and beyond. A passenger rail service from Corby to London is expected to commence in December 2008. Other roads, including the A6, A605, A45 and A43 provide good transport linkages. The international airports shown on Figure 6 are all within 70 miles of North Northamptonshire and convenient rail access is or will be available from stations on the Midland Mainline at Luton airport and at the East Midlands Parkway (expected to be commissioned by December 2008[4]).

[3] Midland Mainline (2006) Current Timetables

[4] Department for Transport (2006) Stakeholder Briefing Document – East Midlands Franchise (October 2006)

FIGURE 6: NATIONAL AND REGIONAL CONTEXT
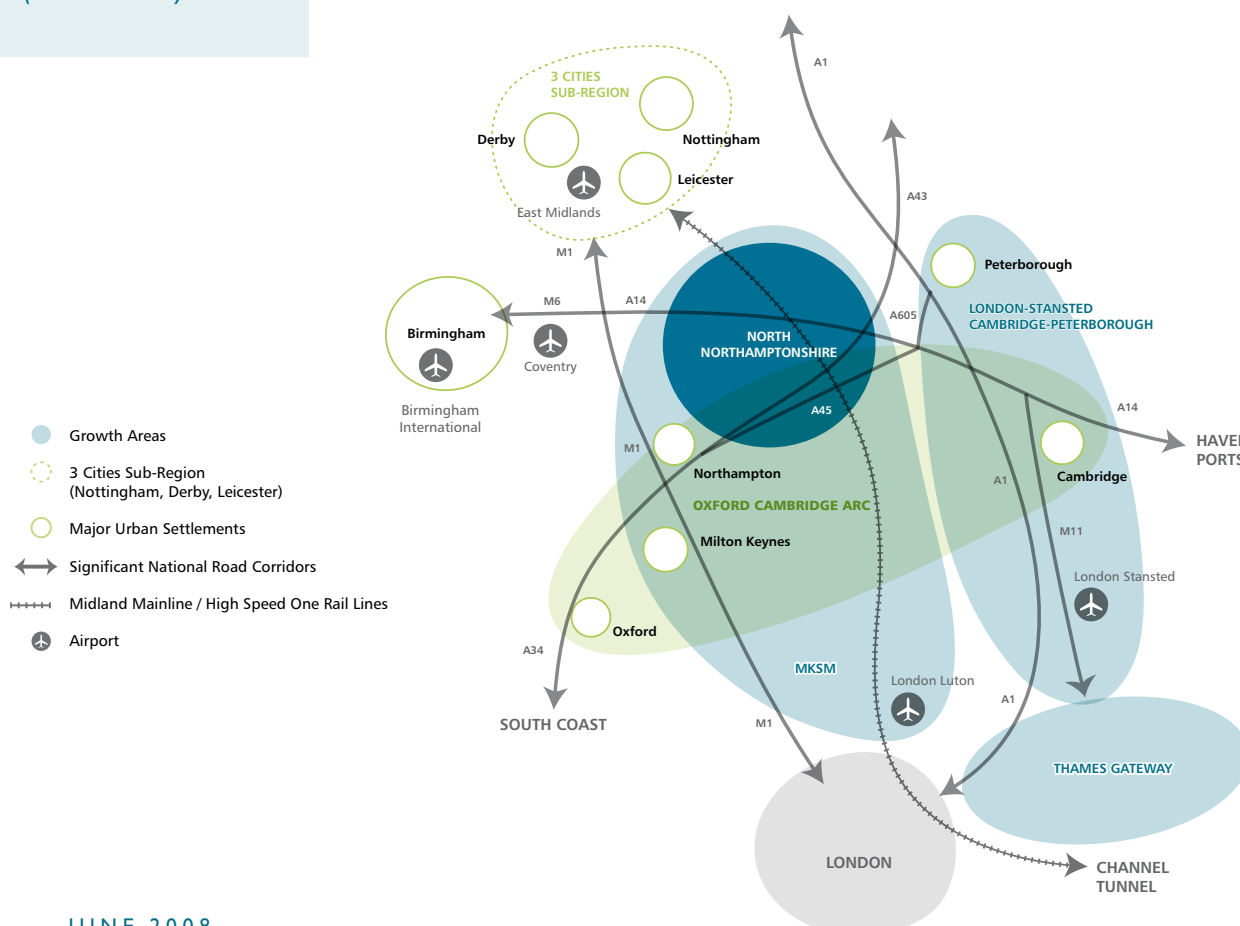
2.4   The settlement pattern of North Northamptonshire comprises the three largest towns, Corby (population 54,000) Kettering (86,600) and Wellingborough (74,600)[1], located on a north-south spine, with a chain of smaller towns related to the A6 corridor. The largest of these is Rushden with a population of 28,300 while the others all have populations in the range of 6,500 to 8,500. The Regional Strategy identifies Corby, Kettering and Wellingborough as Growth Towns. Together with the A6 towns, they form what this Plan (the Core Spatial Strategy) terms the 'Urban Core' of North Northamptonshire. To the east of the area are the towns of Oundle (population 5,700), Raunds (8,500) and Thrapston (5,700) which are identified in the Regional Strategy as Rural Service Centres. Together with the large village of King's Cliffe (population 1,200) they provide what this Plan terms a 'Rural Service Spine' serving a large rural catchment. Outside these settlements North Northamptonshire is a predominantly rural area with over 100 villages dispersed into attractive countryside.

FIGURE 7: SETTLEMENT PATTERN
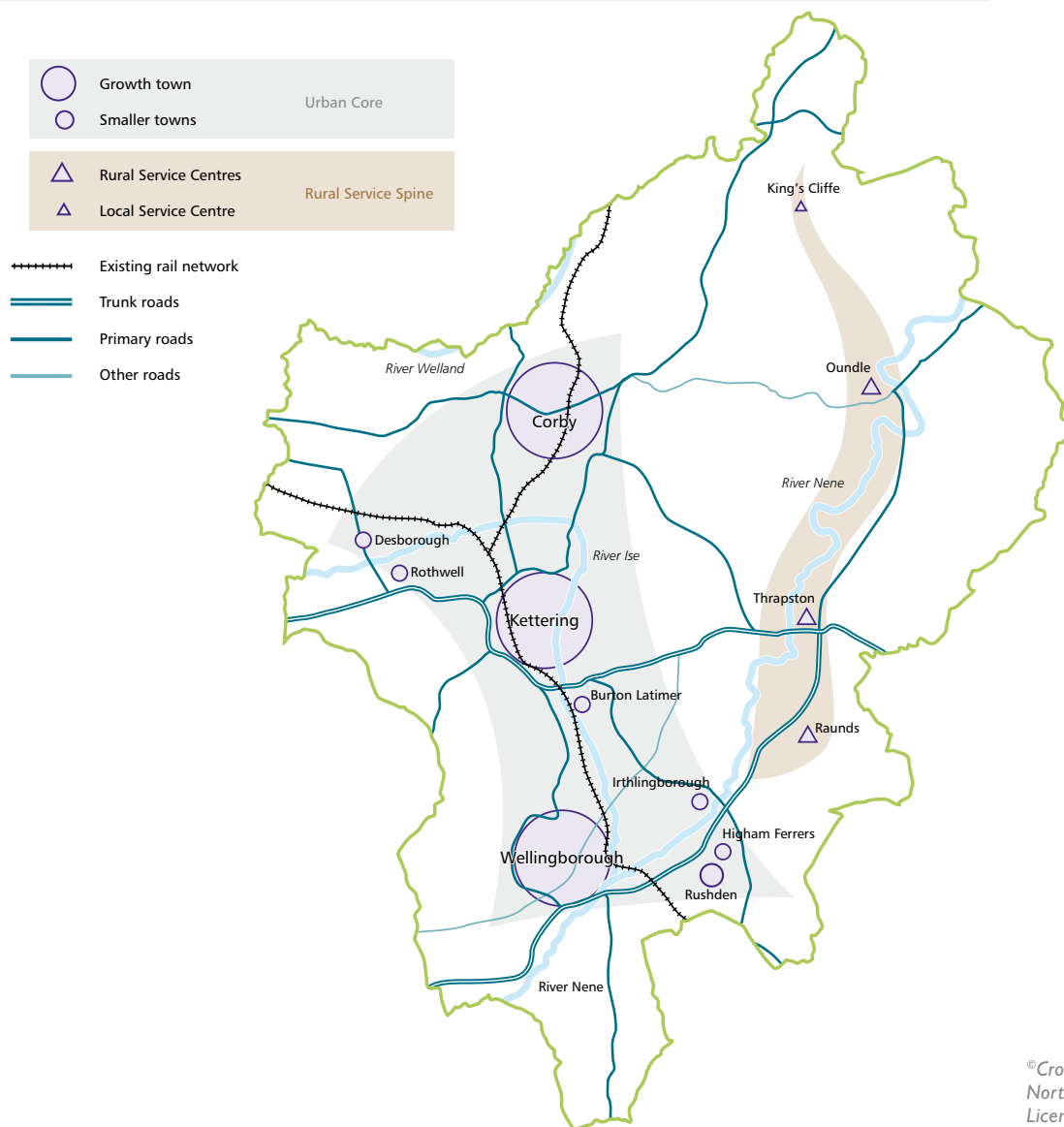
2.5   This network of settlements provides a range of services and facilities to serve the population of North Northamptonshire. For instance Kettering General Hospital provides acute care for the area, supplemented by local hospitals in Corby and Wellingborough; and Tresham Institute provides further education for around 16,000 students from campuses in the three Growth Towns. However there are some significant deficiencies in provision for an area of over 298,000 population, let alone the 370,000 that this will grow to by 2021[1]. These include a limited retail and leisure offer (50% of spending on 'comparison' goods is lost to places outside North Northamptonshire and the area has just one mainstream cinema, at Kettering). The area lacks a university presence (the nearest being the University of Northampton) and has relatively few high-tech and knowledge-based businesses. These deficiencies mean that North Northamptonshire loses significant wealth and skilled people, including graduates moving away to work, or commuting to London, Milton Keynes or other centres. This also means that additional traffic is generated on the local and strategic road network as people travel to competing centres outside the area. These movements are limited at present with around 9,000 out-commuters in 2001, but will be magnified if North Northamptonshire was to deliver housing growth without new jobs and an improvement in the range and quality of services and facilities to meet the needs and demands of local people.

2.6   The town centres will be key to this. Many of them are currently under-performing and in need of regeneration (particularly Corby where a major redevelopment has commenced). They are vulnerable to competing retail centres where investment and expansion is being targeted. In 2004 national retail rankings[5] Kettering ranked 171st, Corby 344th, Wellingborough 360th and Rushden 502nd. Competing centres include Northampton (43rd) to the west, Milton Keynes (29th) to the south, Peterborough (46th) to the east and Leicester (10th) to the north. The size and range of retail offer at these centres greatly exceeds the offer in North Northamptonshire and exerts a significant influence on shopping patterns. These competing centres are continuing to expand and enhance their offer and will provide a major challenge to the future success of centres within North Northamptonshire.

[5] *Northamptonshire Town Centres – Roles and relationships study (Roger Tym and partners 2006)*

2.7   North Northamptonshire is predominantly rural and will remain so. Only 10% of the land area is built up[6]. There is a marked contrast between the quiet rural character of much of the area, with attractive villages and historic market towns such as Oundle, and the character of the urban areas, most of which expanded significantly as centres for the boot and shoe industry or, in the case of Corby, for the steel industry. While a major concern for the rural areas is to conserve a treasured environment, in many of the urban areas the emphasis is on securing investment and renewal to transform run-down areas including parts of the town centres at all three Growth Towns.

[6] *DCLG (2005) Generalised land use statistics for England*

2.8   The countryside is a diverse mix of landscapes, each with its own distinctive visual, historic and ecological character. The northern and southern boundaries of North Northamptonshire are framed by river valleys; the Welland and the Nene. The Nene changes in character as it moves through the area, from a more urbanised west and a concentration of sand and gravel extraction, to a more tranquil rural north. Much of the northern half of the area lies within the Rockingham Forest; over 200 square miles of countryside in North Northamptonshire and Peterborough, recognised as a distinctive Countryside Character and Natural area[7]. As with other parts of the East Midlands, North Northamptonshire has a low

[7] *The Countryside Commission (1998) Countryside Character Volume 4 East Midlands*

biodiversity offer with habitats fragmented or degraded as a result of settlement expansion, infrastructure developments and agriculture. However, the upper Nene Valley Gravel Pits in East Northamptonshire are being designated as a Special Protection Area (SPA) and Ramsar Site due to their importance for migratory birds. The various Country Parks and sites of historic importance such as Rockingham Castle, Boughton House and Deene Park represent valuable leisure, tourism and cultural resources and tourism is also important within rural areas.

2.9   Travel patterns in North Northamptonshire are of a very localised nature (6.9 miles being the average trip distance[8]), meaning the vast majority of trips are being taken within the boundaries of the area. Despite this fact, car-use dominates as a transport mode (72% of trips) in comparison to less than 4% of trips being made by cycle or bus. Apart from the flagship X4 which links Milton Keynes, Northampton, the Growth Towns and Peterborough, bus connections from North Northamptonshire do not provide attractive alternatives to car use, particularly in the rural areas. The dominance of car-use contributes to problems of congestion on both strategic routes such as the A14 and A45 and on the local road network, particularly in Kettering and Wellingborough town centres. Upgrading of the highway network, coupled with measures to manage demand for travel and to secure modal shift (from car use to public transport, walking and cycling) are fundamental to support the delivery of growth. The midland mainline railway provides good services to London and the East Midlands from Kettering and Wellingborough. The provision of a passenger rail service is considered key to the successful regeneration and growth of Corby.

[8] MRC McLean Hazel on behalf of Northamptonshire County Council (2006) Northamptonshire Transport Strategy for Growth

2.10   In recent years North Northamptonshire as a whole has performed better than the East Midlands and Great Britain in terms of job creation. Strong growth through most of the 1990s has been pegged back by job losses at Corby from 1997 onwards but the number of jobs in North Northamptonshire still increased by around 15% between 1995 and 2004[9]. The economy generating these jobs is relatively self-contained in terms of commuting. 76% of residents who work do so in North Northamptonshire. Self-containment is particularly high in Corby, with over 74% of its residents working within the district. There are strong employment relationships between the neighbouring Growth Towns, particularly between Kettering and Corby and Wellingborough and Northampton. Figure 8 illustrates the strength of these relationships[10]. The width of each arrow indicates the net number of commuters (that is, commuters going in one direction minus those going in the other). Broadly speaking, Corby imports workers, primarily from Kettering while Wellingborough imports workers primarily from East Northamptonshire. Wellingborough has very strong ties to Northampton while East Northamptonshire has ties to a number of other districts.

[9] National Statistics (2004) Annual Business Inquiry

[10] Volterra Consulting Ltd (2006) based on 2001 Census

2.11   Despite the relatively strong jobs growth, self containment and generally high levels of employment (just 2.1% unemployment in 2006 compared to average of 2.5% in England and Wales[11]) the economy of North Northamptonshire is under-performing relative to its geographical neighbours in the East of England and the South East across a number of criteria. These include relatively low levels of entrepreneurship and skills and an under representation of workers in knowledge based industries (Northampton has more office floorspace than the whole of North Northamptonshire).

[11] NOMIS (2006) Claimant Count

FIGURE 8 – NET COMMUTING PATTERNS
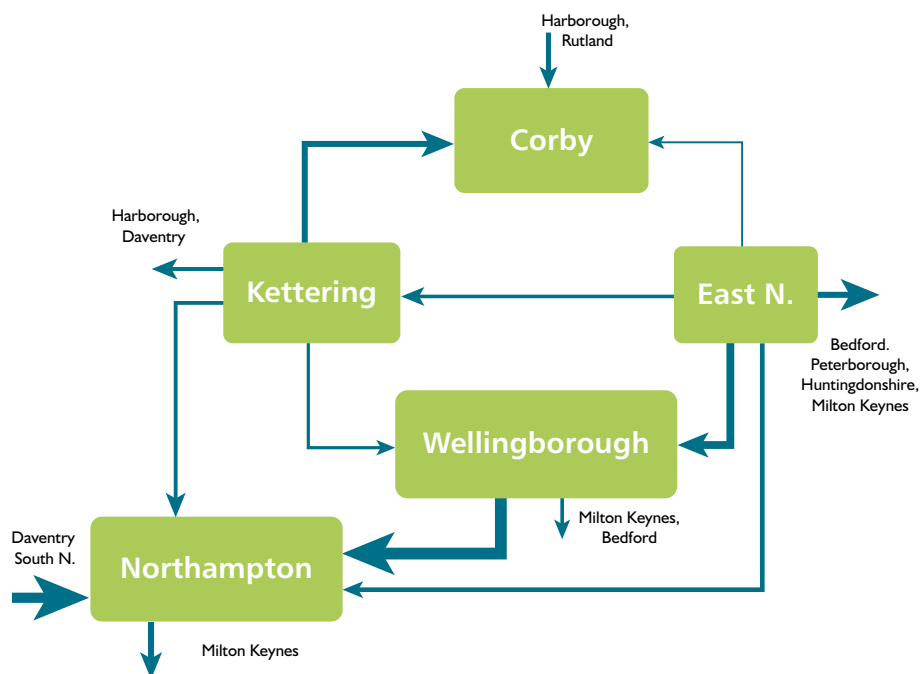
2.12   Restructuring of the economy has seen a decline in the manufacturing industry but manufacturing still plays an important role in North Northamptonshire. Corby's economy is dominated by it, with over 40% of employees working in this sector.

2.13   By far the most visible shift in the economy has been the significant growth in the strategic distribution sector, attracted by the location and transport infrastructure of North Northamptonshire, which has led to the development of a number of distribution parks. This has delivered significant numbers of jobs and generated investment in the infrastructure needed to bring forward other forms of employment development. However, these developments take up large areas of land, put significant demands on transport infrastructure and require large buildings that can be visually intrusive. Whilst the distribution sector can offer a broad range of jobs, many are relatively low skilled.

2.14   North Northamptonshire has a larger (than the national) share of its employment in the manufacturing, wholesale and transport and communications sectors and a relative lack of jobs in more 'locally serving' sectors of retail and other services (mostly tourism and leisure), health, education and public administration[9]. The current economy is weighted towards lower-skilled and lower-paid employment, with 43.5% of working residents employed in low-skilled positions compared to a regional average of 37.7% and a Great Britain average of 34.6%. The existing population also has lower numbers of highly qualified residents and higher proportions of lower skilled. 29% of Corby's population have no qualifications, and only Kettering with 13% unqualified residents does better than the average for England of 15%[12]. The level of earnings within the area has remained significantly below the national and regional average, with only East Northamptonshire having median earnings above the regional and national average.

[12] Local Area Labour Force Survey (2003)

2.15   Pockets of deprivation exist in North Northamptonshire, primarily located in and around the Growth Towns. Corby has 12 of the 50 most deprived wards in Northamptonshire, Wellingborough 6 and Kettering 3[13]. Whilst still relatively low, unemployment in Corby stood at 2.7% in 2006 compared to 1.6% in East Northamptonshire, 2% in Kettering and 2.3% in Wellingborough[12]. Small pockets of deprivation also exist in rural areas where some people encounter difficulties in accessing jobs, services and facilities, due in part to the limited availability of public transport.

[13] ODPM (2004) The English Indices of Deprivation

2.16   The housing stock in North Northamptonshire is fairly balanced with a broadly similar profile in terms of tenures and types of dwelling when compared with the region as a whole. Corby stands out as having a higher than average social rented stock, this being a result of its growth as a New Town. There is an ongoing need for affordable housing but in general, house prices in North Northamptonshire are good value, being around 25% lower than the average for England and Wales and substantially cheaper than other areas within an hour of London.

2.17   The Housing Market Assessment[14] suggests that the proportion of families (particularly those with children aged 12 or older) in North Northamptonshire will decrease over the plan period whilst the proportion of young households (adults under 36 years of age or families with children aged under 12) and older households (majority of people aged 65 or older) will increase. There is also likely to be an increase in the proportion of single person households. The make up of households moving into the area is forecast to differ from the existing population, with a higher proportion of young, relatively affluent families with children.

[14] Fordham Research (2007) North Northamptonshire Housing Market Assessment

2.18   Residential development in recent years has been dispersed across the area with the highest levels delivered in the relatively rural district of East Northamptonshire where dependency on car use is highest. While there are examples of well considered layout and design (for instance the new village of Mawsley), much new housing development has failed to create a distinct sense of place with well defined streets and public spaces. A lack of adequate infrastructure to support new housing and to integrate it with existing communities has also been a problem. There are few instances of homes designed to meet the challenges of climate change by exceeding the building regulation requirements in respect of energy use or water consumption.

ISSUES TO BE ADDRESSED IN THE CORE SPATIAL STRATEGY

2.19   A number of interrelated issues illustrated by this Spatial Portrait need to be addressed if sustainable growth is to be delivered in North Northamptonshire. These set the context for the overall vision and objectives of this Plan.

2.20   As an area North Northamptonshire has a number of key advantages that should drive growth. These include:

- Its location at the heart of England with good regional, national and international transport links;
- Its proximity to the 'Oxford to Cambridge Arc';

- The attractive rural setting and generally high quality environment and quality of life;
- The network of settlements, each with its own distinctive character, providing accessible local services and facilities;
- The relative affordability of housing compared to any other area within an hour of London;
- The availability of employment sites and other development opportunities.

2.21   However, it is underperforming in a number of key respects. These include:

- Town centres that struggle to compete with larger neighbours;
- Infrastructure deficit and gaps in service provision;
- Dominance of car-use for even short journeys;
- Some run-down urban areas in need of regeneration;
- Limited design quality of much recent development;
- Limited biodiversity;
- A relatively low skilled workforce and economy dominated by low value-added activities;
- Pockets of social deprivation.
- Housing delivery in the period 2001 to 2006 has fallen short of regional housing requirements (except in East Northamptonshire).

2.22   The following vision and objectives set out how the Plan aims to address these issues in order to deliver the growth agenda in a way that benefits existing as well as new communities and tackles environmental concerns, particularly around climate change. It sees the potential to use growth to promote a strong 'green living' agenda, incorporating enhancement of the green environment, promotion of environmental technologies, requiring the highest possible standards of design in new development, including arts and cultural provision, and seeking patterns of development that allow people to choose healthy and environmentally friendly lifestyles including a shift away from car use. Part of this green living agenda is the aim of making North Northamptonshire more self-sufficient by building up the network of settlements and the transport links between them so that together they can meet more of the needs of local people, thereby retaining people, wealth and skills in the area. This means building on the strengths and potential of settlements whilst keeping them distinct and separate. It will not result in the Growth Towns merging into a 'linear city' or other form of conurbation.

SETTING THE STRATEGIC DIRECTION OF THE PLAN

THE VISION FOR NORTH NORTHAMPTONSHIRE:

North Northamptonshire in 2021 will be a better place: a showpiece for modern green living within a high quality environment and a prosperous economy.

A step change of growth in homes and jobs will have been matched by investment in infrastructure, services and facilities, creating a more self sufficient area, better able to meet the needs of local people and to play an enhanced role in the UK.

A strong network of vibrant settlements with excellent transport connections will have developed through growing and regenerating the towns of its urban core and strengthening the centres that serve the rural east. These settlements, set within an enhanced green framework of living, working countryside will work together to provide accessible jobs services and facilities to meet the needs of the growing population.

The delivery of high quality development and the protection and enhancement of valuable built & natural resources will ensure that growth has brought opportunities and benefits to existing communities and provided a safe, healthy and attractive area for new residents, visitors and businesses to invest in.

OBJECTIVES FOR REALISING THE VISION

OBJECTIVE ONE – GREEN LIVING

Ensure that development in North Northamptonshire becomes a benchmark for 'green living' and makes it easy for people to live in an environmentally friendly way through using the highest standards of design (including energy efficiency/renewable energy, sustainable construction methods and green technologies), promoting green industries and ensuring sustainable transport choice. This will maximise environmental performance and community safety and encourage healthy lifestyles.

OBJECTIVE TWO – ENVIRONMENT

Enhance and manage the built and natural resources of North Northamptonshire in a sustainable and integrated manner and in the context of major growth and the challenges of climate change. To bring about a step change in biodiversity management and a net gain in Green Infrastructure; retaining and enhancing landscape and townscape character and distinctiveness, through the opportunities afforded by development and investment.

OBJECTIVE THREE – NETWORK OF SETTLEMENTS

Create a sustainable urban-focused development framework based on maintaining distinctive and separate settlements and on optimising the use of the existing structure of a north-south urban core with a spine of rural service centres in the east. Ensure the scale and location of growth is shaped by the role and character of settlements in this network, supporting greater self-sufficiency for the area as a whole.

OBJECTIVE FOUR – TOWN CENTRE FOCUS

Ensure that services and facilities, including cultural provision, are located in town centres and other areas of focus in North Northamptonshire, and that opportunities to maximise and enhance the provision of leisure, retail and cultural facilities are taken, making these places more self-sufficient and real hearts for their communities.

OBJECTIVE FIVE – CONNECTIVITY AND MODAL SHIFT

Increase transport choice to enable modal shift and enhance North Northamptonshire's national, regional, sub-regional and local connections through improvements to public transport and road corridors to meet the future role expected of them, and support the development of a strong network of settlements.

OBJECTIVE SIX – INFRASTRUCTURE AND SERVICES

Secure provision of the infrastructure, services and facilities needed to sustain and enhance existing communities and support the development of North Northamptonshire, including establishing the priorities for future public and private investment and collaboration, to build confidence in North Northamptonshire for investors and others.

OBJECTIVE SEVEN – ECONOMY

Build a more diverse, dynamic and self reliant economy, which is not overly dependent on in or out commuting to make it reach its potential, through providing the workplaces, jobs, skills and sites to bring this about.

OBJECTIVE EIGHT – QUALITY OF LIFE

Strengthen the quality of life throughout North Northamptonshire by supporting initiatives that build stable, safe, healthy and strong communities; respecting cultural diversity and distinctiveness; planning new development to help reduce crime, anti-social behaviour and the fear of crime; promoting well-being and health; ensuring that development is of local character; and supporting area based renewal.

OBJECTIVE NINE – REGENERATION

Ensure the regeneration of Corby and the other areas of North Northamptonshire that need it, through maximising the use of brownfield land for new development, providing the necessary supporting infrastructure and inspiring community confidence in the need for positive change. To build on the distinctive features and assets of each settlement to support and facilitate this, including the promotion of art in the public realm.

OBJECTIVE TEN – HOUSING NEEDS

Deliver the quantity and mix of housing to meet identified needs in North Northamptonshire, ensuring that a sufficient proportion is affordable and accessible to all. Maximise the use and regeneration of brownfield land in meeting these target, and through using high quality design that makes best use of land without compromising the quality of the local environment.

3. THE SPATIAL STRATEGY

3.1　　The spatial strategy of the Plan defines what role the Growth Towns, Smaller Towns, Rural Service Centres, villages and countryside will play in building a more sustainable North Northamptonshire. The amount and distribution of new development; the part to be played by the town centres; and the provisions for green infrastructure, will be determined largely by the roles set out in this strategy. The delivery mechanisms that will be employed in order to fulfil the strategy are set out at the end of this chapter.

3.2　　The Plan provides a framework within which the component parts of North Northamptonshire can work closely together to secure more investment and a greater range of facilities and services than they could do by working alone. The Plan is based on increasing the self-sufficiency of individual settlements but also developing, where possible, a different focus for each in support of complementary working rather than wasteful competition. In this way North Northamptonshire as a whole can become stronger and more self sufficient, competing more effectively with other areas and stemming losses of people and spending.

3.3　　The practical implications of identifying a different focus could include the districts making specific land allocations through their local development documents; refraining from competing with the other districts for particular facilities or investment; and NNDC supporting investment (potentially from the strategic infrastructure charge) in particular locations or infrastructure (for instance public transport investment to maximise accessibility to services or facilities in one locality for communities across North Northamptonshire).

3.4　　The development of different foci is likely to build on existing strengths, for instance:

- Corby has strengths in manufacturing and in sports provision;
- Kettering is the main retail centre and a focus for healthcare;
- Wellingborough is the 'gateway' to North Northamptonshire with potential for high profile office development around the station;
- East Northamptonshire is a focus for rural recreation and tourism.

3.5　　The strengthening of existing roles and evolution of new ones will take time and will be cemented through the strategies of NNDC and other partners and particularly through market forces. Table 1 sets out the broad strategic roles of settlements within North Northamptonshire as a basis for this further work.

3.6   The vision and objectives can be amplified into the following key spatial themes that underpin this Plan for North Northamptonshire.

A. Establishing a **strong network of settlements** that make North Northamptonshire more **self-sufficient** in terms of access to jobs, shops, leisure, arts and culture, affordable homes and services such as education and training. The general approach will be to meet needs as locally as possible. Where economies of scale dictate that choices are made, the approach will be to direct development to locations accessible by a choice of means of transport. As well as reducing the need for people to travel, this will support the prosperity of the area by retaining a greater proportion of local spending and by training and retaining a more highly skilled workforce.

B. Ensuring that these settlements are **well-connected** within and to each other and to places outside North Northamptonshire, with an emphasis on providing greater **transport choice** to support a modal shift away from reliance on use of the private car. This will mean planning communities in a way that makes public transport, walking and cycling attractive alternatives to car use for many people.

C. Enhancing the **green framework** of open spaces, waterways and other natural, historic and recreational assets. Promoting the highest environmental quality within North Northamptonshire through adopting high standards for design, energy efficiency/renewable energy and sustainable construction.

3.7   These elements are set out below and, where necessary, amplified in Section 4. They provide the spatial context for:

D. An **infrastructure strategy** to secure the services and facilities required in support of sustainable communities.

E. **Delivering homes** to meet regional targets and the needs of existing and new communities.

F. Delivering **economic prosperity** through the provision of high quality employment sites and the enhancement of the local skills base.

G. The **distribution of new development** to reflect the current and planned roles for the towns and rural areas.

A.   A STRONG NETWORK OF SETTLEMENTS

3.8   Settlement roles in North Northamptonshire will be as set out in Table 1. To achieve greater self-sufficiency for North Northamptonshire as a whole the network of communities will be strengthened around the north-south Urban Core, with the market towns and village of King's Cliffe to the east providing a Rural Service Spine serving the wider rural hinterland. The focus will be on:

- Co-ordinated and complementary growth at the Growth Towns of Corby, Kettering and Wellingborough;

■ Regeneration and modest growth of the Smaller Towns within the urban core (Burton Latimer, Desborough, Higham Ferrers, Irthlingborough, Rothwell, and Rushden); and

■ A rural strategy based on the growth and enhancement of the Rural Service Centres of Oundle, Raunds and Thrapston and on meeting local needs in the villages, recognising the need for overall restraint in the countryside. King's Cliffe is identified as having a secondary although strategic role to play in the rural north east. The more detailed plans prepared by individual authorities may identify Limited Local Service Centres, within which the small scale needs of a group of villages could be focused.

3.9 The Growth Towns and Smaller Towns will work together in the urban core of North Northamptonshire to generate the investment and wealth that makes the area successful. The distribution of new homes, jobs, shops and other types of development will contribute to creating a well-connected network of settlements that together meet most of the needs of residents in North Northamptonshire. A strong network will be developed through the implementation of this strategy, based on the roles set out in Table 1.

TABLE 1: SETTLEMENT ROLES			
CATEGORY	SETTLEMENTS INCLUDED	ROLES	IMPLICATIONS
Growth Towns	Corby, Kettering Wellingborough	To provide the focus for major co-ordinated growth and regeneration. Identified as 'sub-regional centres' in town centre hierarchy and focus of new retail development.	Greatest share of new employment, retail and leisure development. Main locations for new housing through urban capacity and sustainable urban extensions. Improved transport choice and linkages between neighbouring towns. The focus of new infrastructure and the removal of constraints on housing delivery.
Smaller Towns	Burton Latimer Desborough Higham Ferrers Irthlingborough Rothwell Rushden	To complement the Growth Town expansion by providing secondary focal points within the urban core. Rushden identified as 'other main town centre' in town centre hierarchy, remaining towns identified as 'localised convenience and service centres'.	Scale of new development related to infrastructure provision and regeneration needs. Local service roles and expansion of employment opportunities. Improved transport choice and links to Growth Towns. Rushden to consolidate its position as fourth main town centre and be a focus for new employment development.
Rural Service Centres	Oundle Raunds Thrapston	To provide the main focal points for infrastructure and development in the rural north east. Identified as 'localised convenience and service centres' in town centre hierarchy.	Diversification of employment and service base. Regeneration and diversification at Raunds and Thrapston, plus the consolidation and enhancement of Oundle's successful town centre, to bolster the three towns' wider service role for their rural hinterlands. Improved transport choice within a rural service spine and links into urban core.
Rural Areas	All other settlements	King's Cliffe to provide a secondary focus for the rural north east. All other villages in North Northamptonshire largely dependent on the identified service centres, smaller towns or growth towns for services.	Within the overall policy of restraint, the scale of development will be led by locally identified employment and housing needs and to support existing services, therefore focused on those settlements that clearly provide some services to a wider group of villages. Improved accessibility from King's Cliffe to larger centres and related villages. Restraint Villages to be identified where conservation is the primary consideration.

POLICY 1: STRENGTHENING THE NETWORK OF SETTLEMENTS

To achieve greater self-sufficiency for North Northamptonshire as a whole, development will be principally directed towards the urban core, focused on the three Growth Towns of Corby, Kettering and Wellingborough. The smaller towns of Burton Latimer, Desborough, Higham Ferrers, Irthlingborough, Rothwell and Rushden will provide secondary focal points for development within this urban core. The emphasis will be on regeneration of the town centres, through environmental improvements and new mixed use developments, incorporating cultural activities and tourism facilities, in order to provide jobs and services, deliver economic prosperity and support the self sufficiency of the network of centres. New sustainable urban extensions to the growth towns will provide major locations for housing and employment growth and reinforce the roles of these settlements.

Development in the rural north east will be mainly directed to a rural service spine comprising the Rural Service Centres of Oundle, Raunds and Thrapston, with a secondary focus at the Local Service Centre of King's Cliffe. This will be supported by the regeneration of Raunds town centre, the enhancement of Thrapston and Oundle town centres and improvements to public transport to link the service centres with their wider hinterlands.

In the remaining rural area development will take place on sites within village boundaries, subject to criteria to be set out in development plan documents. Development adjoining village boundaries will only be justified where it involves the re-use of buildings or, in exceptional circumstances, if it can be clearly demonstrated that it is required in order to meet local needs for employment, housing or services. Development will be focussed on those villages that perform a sustainable local service centre role.

3.10   The town centres provide a focus for local communities and are one of the main means by which the three Growth Towns and the surrounding towns and villages interact. It is essential for the town centres to be enhanced to become distinctive places of greater importance for people and communities. The regeneration and/or enhancement of all the town centres is a priority and will be a catalyst for growth in employment and housing. Cultural and tourism facilities should be retained and improved, and new facilities incorporated within town centres and regeneration schemes through a variety of mechanisms: including art, indoor sport and leisure, heritage, libraries, green infrastructure, and bars and restaurants.

3.11   The three Growth Towns will incorporate a mix of leisure, retail, and employment uses. Development within the town centres will take into account and build upon the historic character of the towns to ensure that their distinct identity is maintained. Improved cultural, community and leisure facilities within the growth towns will enhance their position as the focal points for the area as a whole and beyond. The towns will benefit from a healthier evening economy, which will support their vitality and viability. The town centres are, however, constrained and while emphasis will be on their regeneration, other

complementary sites will be required either edge of town or out of town to fulfil the growth strategy and meet the need for early investment.

3.12   A balanced network is proposed[1], focusing new retail, cultural, sport and leisure development on the three Growth Towns with the aim of establishing them as attractive sub-regional centres. Rushden, as the network's other main town centre, will support these three strategic centres. The remaining smaller town centres have roles as localised convenience and service centres.

3.13   Distinctive and separate settlements will be maintained in North Northamptonshire. The locations of Sustainable Urban Extensions have been selected to avoid coalescence between settlements. Outside these developments and settlement boundaries determined through Master Plans and Development Plan Documents, the countryside will be subject to protection as set out in Policy 9 and on the basis of national policies in Planning Policy Statement 7.

3.14   Where villages other than King's Cliffe can be shown over the period of this plan to fulfil a locally significant service role providing for the development needs in a group of villages, this will be identified in development plan documents at the district level and will be reflected in the way village boundaries are defined and altered. Given the need for overall rural restraint of development, village boundaries will closely relate to the main built up area and there are unlikely to be major changes from the way village boundaries have been defined in existing Development Plans. Development plan documents will identify Restraint Villages where conservation and restraint over development are priorities due to the particular scale, form and character of the settlement.

3.15   In preparing development plan documents that relate to the rural areas, local relationships and needs will be appraised on an ongoing basis, with reference to surveys and other community initiatives covering a village, parish or group of villages and parishes. 'Local needs' for employment development may be specified through work on Parish Plans, or other survey and analysis, to identify gaps in skills or employment provision. Where a local assessment has not been made, proposals will need to demonstrate how they meet local needs: examples may include local businesses within parishes seeking expansion; new businesses of an appropriate scale which provide improved employment choice, meet locally identified deficiencies, or fill gaps in skills; or farm diversification schemes that ensure the continuation of an agricultural enterprise. The requirement for affordable housing in the rural areas will be established through housing needs surveys, which may also be incorporated in Parish Plans where these are being prepared. Where such needs are identified, it is expected that provision of affordable housing will be met on sites identified in development plan documents or on 'rural exceptions sites' adjoining village boundaries. The criteria for assessing 'local connections' to establish need will be set out in development plan documents at the district level. Although it is difficult to provide clear evidence that new development will make village services viable, if this can be demonstrated by the applicant it will be a material consideration when determining planning applications.

B.   A WELL CONNECTED NORTH NORTHAMPTONSHIRE

3.16   Good transport and communication connections are essential to the economic prosperity of North Northamptonshire and the quality of life of local people. This Plan addresses connectivity at the following levels:

- Strategic Connectivity – connecting North Northamptonshire in a national and regional sense;
- Area Connectivity – connecting key places in North Northamptonshire;
- Local Connectivity – connecting the rural hinterlands of North Northamptonshire and their most accessible service centre, and town and district centres with their local neighbourhoods;
- Neighbourhood Connectivity – improving movement between and around local neighbourhoods or villages, particularly on foot.

3.17   This Plan is informed by the Transport Strategy for Growth[2], which looks at how transport impacts on key objectives such as the economy and jobs growth, social impacts and housing delivery, and has been used to draw up a prioritised list of transport interventions. Due to known constraints on current highways it is essential to seek improvements to enable the anticipated growth. It may not be possible to upgrade the highway network to accommodate all of the proposed growth. It will therefore be necessary for there to be a substantial reduction in the proportion of trips made by private car. This Plan aims for a modal shift away from car use and road freight haulage, towards more sustainable alternatives. For residential development this Plan has a target of a 20% reduction in car journeys in new developments over 200 dwellings (compared to adjoining areas) and a 5% reduction for existing areas. This is a challenge given the prevalence of car use for even short journeys, but is important in order to limit growth in traffic congestion and carbon emissions. The application of these targets to individual settlements and sites will take account of local circumstances including existing levels of car use, the scale of development, the accessibility of the site and the viability of the development. Where it is not possible to identify sufficient practical measures to achieve and sustain modal shift targets it will be necessary for a developer to fund other measures or for the amount of development to be scaled down.

3.18   This Plan and development plan documents prepared by the districts will contribute to securing the necessary modal shift by:

- Increasing the self-sufficiency of the area and individual settlements, maximising opportunities to access employment, services and facilities as locally as possible;
- Planning for accessibility, ensuring that new developments are well connected to existing towns and services and contain an appropriate mix of land-uses to minimise travel by car;
- Improving travel options by public transport, cycling and walking; requiring development to be designed around easy access to these modes including the provision of new services and facilities and prioritised routes within existing urban areas;
- Where feasible, managing parking supply to level the playing field between the car and other travel options;

- Promoting the transfer of road based freight transport to rail or water where it is feasible to do so;
- Promoting electronic communications within all developments, allowing businesses to communicate effectively without travel and providing the opportunity for residents to work or shop from home and to access services remotely.

3.19   The funding and investment framework provided by the Plan will be key to the successful delivery of a modal shift over the course of the Plan period. Large-scale investment is required to re-open the rail link to Corby and enable the town to realise its role, and to also establish and successfully operate a cohesive bus network in North Northamptonshire that provides a real alternative to local travel by car. The Sustainable Urban Extensions provide a major opportunity to forge new travel patterns and habits for new and existing communities. Alternatives to car use will need to be championed here and elsewhere through marketing, use of technology such as smart cards, and subsidised public transport.

3.20   The availability of car parking affects people's choice of transport, particularly in accessing destinations such as town centres or workplaces. New parking standards will be prepared by the County Council based on accessibility, for instance with lowest levels of parking in town centres and higher levels in rural areas where residents have fewer transport choices.

THE CONNECTIVITY FRAMEWORK

3.21   The settlement network will be strengthened by concentrating improvements to public transport and wider accessibility throughout the urban core and along the rural service spine. Major improvements to the bus network and the linking of the towns in the urban core with the Midland Main Line (including re-opening a passenger station at Corby) is critical to achieve the co-ordination and local accessibility that will make North Northamptonshire better able to meet its own needs and an attractive place to live or to invest in.

3.22   Even with the high levels of modal shift sought by the Transport Strategy for Growth, traffic levels could increase by up to 60% by 2021. This will require significant investment in the strategic and local highway network to help relieve existing congestion pinch points, and resolve local highway issues related to the scale of growth planned. Investment in the road network will also facilitate the enhancement of bus services, which will be the most effective public transport system for securing modal shift. The transport schemes referred to in the following policies have been identified as priorities, but this does not preclude other schemes coming forward during the plan period.

STRATEGIC CONNECTIVITY

3.23   North Northamptonshire needs to be accessible for inward investors and local businesses need to be able to compete both in national and international markets. Good transport links enable them to efficiently access markets, suppliers, sources of capital and skills; regionally, nationally and internationally. Arrival gateways to the area, and particularly to the Growth Towns, will be critical in presenting a competitive image. Additionally, strategic transport routes, both road and rail, need to provide a good quality of service without major congestion or overcrowding.

3.24   The Plan recognises that, whilst becoming more self-sufficient, North Northamptonshire will not meet all of the needs of local people. In particular, health and

higher education facilities at Peterborough and Northampton; retail and leisure services at surrounding large sub regional centres; and employment opportunities outside the area will continue to draw people out of North Northamptonshire. Investment to ensure people and goods can move around is crucial to the future success and functioning of North Northamptonshire, and its ability to attract and accommodate growth. Policy 2 includes those schemes identified in the County Council's Transport Strategy for Growth that would contribute to North Northamptonshire's strategic connectivity. Many of these schemes are important also to area connectivity, strengthening connections between places within North Northamptonshire. The A45 Stanwick to Thrapston dualling is identified by the East Midland's Regional Assembly as a priority for a proposed start in 2015/16.

3.25   North Northamptonshire is dependent on investment beyond its boundaries to improve its connectivity. Investment that is key to making those connections is a priority for support. The early implementation of the M1 Junction 19 improvement and the comprehensive upgrading of the A14 between Huntingdon and Cambridge (including the new Huntingdon southern bypass) are therefore supported as part of the strengthening of the A14 as a **trans-european network route** that serves North Northamptonshire.

POLICY 2: CONNECTING NORTH NORTHAMPTONSHIRE WITH SURROUNDING AREAS

North Northamptonshire's connections with surrounding areas will be strengthened and enhanced to ensure that these are to the standard necessary to fulfil the role expected of them. New development that would prejudice their role will not be permitted.

The priorities for further work and investment within North Northamptonshire in the period to 2021 are:

Rail
- Re-opening of the passenger rail station and service to Corby;
- Provision of additional capacity on Midland Main Line services calling at Kettering and Wellingborough;
- Upgrading of the rail infrastructure to increase capacity for rail freight.

Bus services
- Express coach services linking North Northamptonshire to the West Midlands and East Anglia along the A14;
- A sub-regional bus network with priorities for investment being Bedford to Market Harborough linking the towns in the urban core with the Midland Main Line stations; and Peterborough to Northampton providing a direct strategic link along the A605/A45 spine;
- Real Time information to give passengers details as to the expected likely arrival times of buses.

Road network

- A14 Improvements Kettering area;
- A45 improvements (Wellingborough – Thrapston)[1]
- A605 improvement between the A14 at Thrapston and the A1 West of Peterborough;
- A43 Corby Link Road linking the A6003 between Kettering and Corby with the A43 near Stanion;
- A509 between A14 Kettering-A45 Wellingborough (including Isham Bypass);
- A43 Kettering to Northampton improvement.

[1] Improvements to the A45 must satisfy the tests of the Habitats Regulations in respect of the Upper Nene Valley Gravel Pits proposed Special Protection Area, determining site specific impacts of development and avoiding or mitigating against impacts where identified.

3.26   The Plan supports re-opening the passenger rail station and service to Corby early in the Plan period, providing a service to London St Pancras. Opening this link will be advantageous to North Northamptonshire in the longer term by promoting passenger services north to Leicester and/or Peterborough and the East Coast Main Line, utilising the existing freight/passenger diversionary route across the Welland valley. This proposal is included in the new East Midlands Rail Franchise (announced June 2007) and it is anticipated that the service will start running from the end of 2008. This will support the regeneration of Corby and enhance public transport links between the Growth Towns. The provision of mainline services to rail stations at smaller towns such as Desborough can be considered at a later date once the priority of securing a passenger service at Corby has been achieved. There may also be opportunities in the longer term to utilise strategic improvements to the rail network, such as East-West Rail and re-opening of the Wellingborough to Northampton rail line. This will also help promote the transfer of freight traffic from road to rail.

3.27   Existing aerodromes and other flying sites will be safeguarded in accordance with Government advice (Circular 1/2003 and PPG13 Annex B). Airfields in the plan area are considered to be of only local significance and not of sub regional importance.

AREA CONNECTIVITY

3.28   High frequency bus corridor connections will be created and operated that will link the key areas of focus of the urban areas of North Northamptonshire. Increased capacity will be supported on existing routes such as Kettering to Thrapston and Kettering to Northampton. Provision of evening and Sunday services on all core bus routes and investment in infrastructure in these corridors, such as waiting and interchange facilities, real time information and priority lanes, as well as in the buses themselves, will make the bus more attractive to use and become a real alternative to the private car for journeys to key locations within North Northamptonshire.

3.29   The improvement of the A509 between the A45 and A14 as well as being a strategic connection for improvement will also bypass the settlements of Isham and Great Harrowden. The construction of the Corby Link Road will include the bypassing of Geddington. The

completion of these improvements will mean that there will be few settlements still lying on North Northamptonshire's strategic road network. It is not therefore proposed to build any further village bypasses or other roads in North Northamptonshire unless improvements can be brought about and are necessary through proximity to major new development. The provision of a Link Road north of Rothwell linking to the A6 bypass and the Wellingborough Eastern Distributor Road providing a link between the A509 and the A45, will be brought forward as part of the sustainable urban extensions at those towns. The Corby Northern Orbital road will serve development to the north east of Corby and the A427 Weldon Bypass between the A43 and the A427 may be facilitated by local development.

3.30   The provision of a distributor road to the east of Kettering, linking between the A43 Northern Bypass and a new junction on the A14 may be brought forward as part of the proposed sustainable urban extension provided that environmental issues can be adequately addressed. Although transport modelling indicates that this road is not essential for development planned to 2021, it could improve access to the sustainable urban extension and provide some traffic relief to Kettering town centre, villages to the east, and the A14. Development proposals should safeguard the potential for this distributor road.

POLICY 3: CONNECTING THE URBAN CORE

In order to reinforce the connections between towns in the urban core and facilitate linkage to the Midland Main Line for the smaller towns, the provision of a rail service to Corby and improved, more frequent bus services between the towns will be priorities.

Centrally located bus interchanges will be developed and promoted at Corby, Kettering, Wellingborough and Rushden that will act as the focus for bus and coach services. Multi modal interchanges will be developed at the three rail stations. All interchanges will include facilities for service information and good access on foot and bicycle, as well as secure cycle parking facilities.

Road infrastructure associated with developments should, where possible, strengthen connections between settlements in the urban core and relieve existing communities from traffic. The sustainable urban extension East of Kettering should safeguard the potential for an eastern distributor road linking the A43 Northern Bypass and a new junction on the A14.

LOCAL CONNECTIVITY

3.31   To ensure that there is local connectivity, accessibility will be improved to town centres and to local centres within new developments. Where it is more appropriate for settlements at the edge of the area, accessibility will be improved to centres in adjacent areas. This will be achieved through supporting mechanisms for bus-based public transport:

- Utilising the inter-urban network, with development of the Corby Star and Connect Kettering and Connect Wellingborough networks;
- Development of rural service routes including 'feeder services' around the rural service spine;

■ Providing local scheduled bus services at key times to link local neighbourhoods within the urban areas, employment areas and larger rural settlements;

■ Providing demand responsive feeder services for those settlements and neighbourhoods that are not served by the above, such as links centres in the rural service spine and villages in their rural hinterlands;

■ Providing Park and Ride facilities within sustainable urban extensions and elsewhere on the edges of urban areas, where opportunities exist.

3.32   Draft town centre transport strategies have been prepared for the three Growth Towns. These propose a package of measures to secure a modal shift away from car use (see paragraph 3.17), together with options for infrastructure improvements necessary to accommodate additional traffic. The Corby transport strategy is well advanced and is already being used to identify contributions required from specific development schemes. However planned levels of development pose greater challenges in Kettering and Wellingborough, where the historic road networks have limited capacity for additional traffic. The draft strategies will be subject to consultation and will inform town centre Area Action Plans prepared by the local planning authorities.

POLICY 4: ENHANCING LOCAL CONNECTIONS

The connections between the rural hinterlands of North Northamptonshire and their most accessible service centre and within urban areas from their local neighbourhoods to town and district centres, will be strengthened through an emphasis on:

a) improving the strategic and local bus network, upgrading facilities for bus users and enhanced service frequency, quality and comfort of buses;

b) introducing demand responsive transport networks to fill key gaps in the scheduled network;

c) promoting park and ride facilities to maximise accessibility to town centres;

d) establishing improved walking and cycling networks for key local connections, with secure cycling facilities at key destination points and interchanges;

e) town centre transport strategies for the Growth Towns to be taken forward in Area Action Plans to ensure that the town centres remain the focus for activity and investment.

C.   GREEN INFRASTRUCTURE

3.33   Green Infrastructure is a network of multi-functional green spaces, which helps to provide a natural life support system for people and wildlife. This network of both public and privately owned land and water supports native species, maintains natural and ecological processes, sustains air and water resources, and contributes to the health and quality of life of people and communities. The River Nene Regional Park will be a key mechanism for delivering Green Infrastructure, bringing together public and private stakeholders and investment.

3.34   The growth proposed in North Northamptonshire provides an opportunity to plan for a green infrastructure framework, serving the needs of both rural and urban

communities and strengthening the links between them. This framework will respect the character and diversity of the landscape, ecological and cultural heritage, and promote local distinctiveness. The green infrastructure framework for North Northamptonshire is illustrated in Figure 9 and links in with the wider green infrastructure framework for the county as a whole. New development will be located within this framework and will be expected to contribute towards enhancing it. The local planning authorities will liaise with neighbouring local authorities, including County Councils, to ensure that potential linkages between sub-regional and local corridors and those in neighbouring authorities are recognised in the development of specific proposals.

3.35   As part of the green infrastructure framework, a network of sub-regional corridors have been identified that broadly follow the principal river valleys or their tributaries. The aim is to connect places to environmental spaces by linking locations with particular natural heritage, green space, biodiversity or other environmental interest. These corridors are the priority areas for investment and a focus for further enhancement.

3.36   The framework is completed by a larger number of local corridors, which are zones within which a variety of land-uses, natural and built resources and settlement may be found. The intention is to increase the range of uses within each local corridor to improve benefits at the local level. The local corridors represent indicative locations and their alignment and extent can be defined further through more detailed studies, including the master plans for the Sustainable Urban Extensions.

3.37   Open space, sport, arts and culture recreation and tourism are essential elements of sustainable communities that contribute towards health, quality of life, sense of place and overall well-being. In addition they can add to an area's uniqueness, making it a place that is distinctive, stimulating and an exceptional place to live and work. Spaces and facilities form a part of the overall green infrastructure framework and within built up areas may also provide local linkage with town centres and urban neighbourhoods. Needs and deficiencies in open space and facilities will be identified through district wide assessments. Based on these assessments, open space strategies will be developed at the district level setting out local standards for quantity, quality and accessibility as well as making innovative recommendations for high quality provision in the future that adds to the area's uniqueness. The London 2012 Olympics may provide significant opportunities to stimulate economic development and increase the provision of sports facilities that benefit the whole of North Northamptonshire. Any site based proposals for new or improved facilities will be included in detailed development plan documents.

FIGURE 9: GREEN INFRASTRUCTURE

Sub-regional corridors

1. Nene Valley (Northampton – Wansford)
2. Ise Valley
3. Jurassic Way
4. Willow Brook
5. Harpers Brook
6. Elton Park – (Peterborough Green Wheel Link)

Local corridors

7a. Ecton – Wilby
7b. Rushden – Souldrop
8. Sywell Reservoir – Broughton
9a. Hockley Lodge – Finedon
9b. Finedon – Little Addington
9c. Little Addington – Hargrave
10a. Rothwell (Triangular Lodge) – Wicksteed Park
10b. Wicksteed Park – Thrapston
10c. Thrapston – Bythorn
11. Top Lodge – Desborough
12a. Macmillan Way
12b. Stoke Albany – Little Oakley
13a. Boughton Park – Titchmarsh Wood
13b. Achurch – Clopton
14a. Geddington – Stanion
14b. Stanion – Deene Park
15a. Brigstock Country Park – Oundle
15b. Oundle – Great Gidding
16. Oundle Wood – Shire Hill Wood
17. Blatherwycke – Fotheringhay
18. Gretton – Harringworth (Jurassic Way)
19a. Wakerley Wood – Fineshade Wood
19b. King's Cliffe – Wansford
20. Welland Valley

Green Infrastructure Network

- Growth town
- Smaller towns
- Rural Service Centres
- Local Service Centre
- Rail
- Roads

1. Sub-regional corridors
7. Local corridors
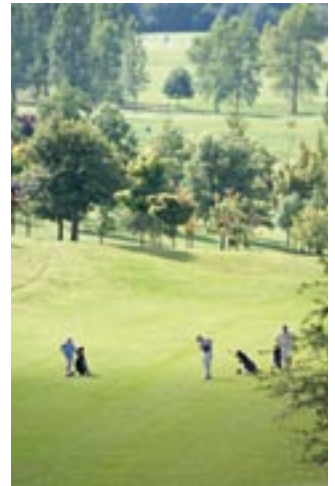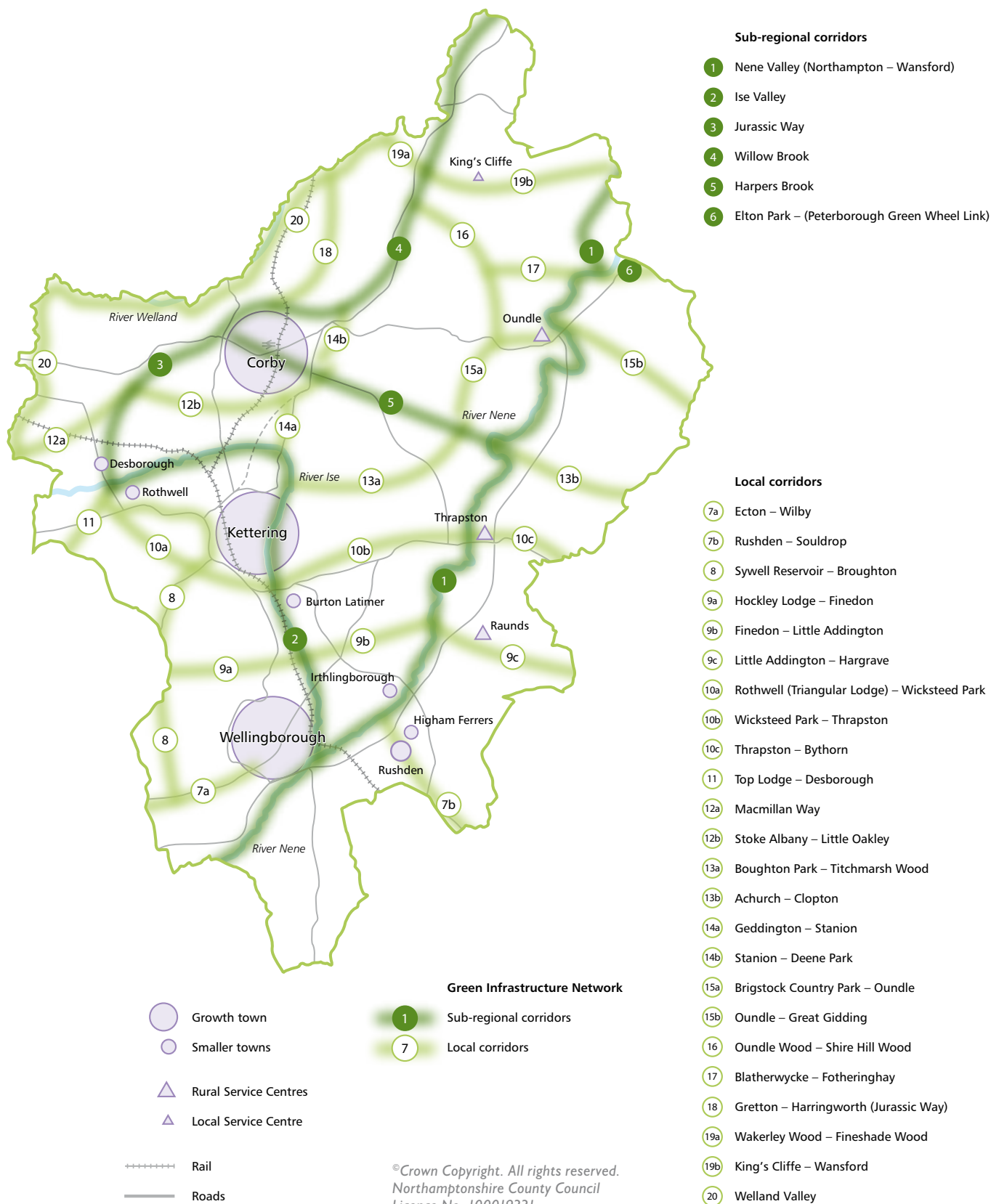
POLICY 5: GREEN INFRASTRUCTURE

A net gain in green infrastructure will be sought through the protection and enhancement of assets and the creation of new multi functional areas of green space that promote recreation and tourism, public access, green education, biodiversity, water management, the protection and enhancement of the local landscape and historic assets and mitigation of climate change, along with green economic uses* and sustainable land management. Proposals affecting the Upper Nene Valley Gravel Pits proposed Special Protection Area will need to satisfy the tests of the Habitats Regulations in order to determine site specific impacts of development and to be able to identify and avoid or mitigate against impacts where identified. Access and recreation in this area will be managed in accordance with advice from Natural England.

Sub-Regional Green Infrastructure corridors will connect locations of natural and historic heritage, green space, biodiversity or other environmental interest. They will be safeguarded through:

a) Not permitting development that compromises their integrity and therefore that of the overall green infrastructure framework;
b) Using developer contributions to facilitate improvements to their quality and robustness;
c) Investing in enhancement and restoration where the opportunities exist, and the creation of new resources where necessary.

Development will contribute towards the establishment, enhancement or ongoing management of a series of local corridors linking with the sub-regional corridors. Priorities for investment will be those areas where net gains in the range of functions can be improved, particularly those that improve access to the urban core and rural service centres and remedy local deficiencies in open space provision and quality.

('Green economic uses' relates to any small to medium scale sustainable employment activity that does not have an adverse impact on its setting and the surrounding area e.g. composting sites, decentralised biomass fuelled power plants)

3.38   By adopting the green infrastructure approach, the layout of development schemes may be adapted or designed to provide improved connectivity through the provision of footpaths and cycle routes that are part of the strategic network; space for nature that contributes to the larger sub-regional pattern of connected habitat, and the provision of imaginative recreational facilities that give educational and physical health benefits to local people.

3.39   For each of the sub-regional corridors within North Northamptonshire a set of priorities for action have been identified in order to provide guidance to development proposals by highlighting the specific features of the corridors that need to be enhanced and protected. The priorities for action are detailed within the 'Green Infrastructure Strategic Framework' produced by the River Nene Regional Park project[3]. (available at www.rnrpenvironmentalcharacter.org.uk). The priorities will also be incorporated within the North Northamptonshire Sustainable Design Supplementary Planning Document, which provides guidance on producing high quality sustainable development that respects its surroundings.

[3] Northamptonshire's Environmental Character and Green Infrastructure Suite (2006)

FIGURE 10: KEY DIAGRAM

Legend:

Urban Core
- Growth town
- Smaller towns

Rural Service Spine
- Rural Service Centres
- Local Service Centre

- Neighbouring centres
- Initial Sustainable Urban Extensions
- Direction of further Sustainable Urban Extension
- Sub regional Green Infrastructure corridors

Strategic Transport Corridors
- Trunk roads
- Primary roads
- Other roads
- Committed improvements to strategic roads
- Proposed improvements to A14
- Existing Strategic Bus Corridors
- Proposed Strategic Bus Corridors & Coach Corridors
- Rail
- Existing rail stations
- New passenger rail station

Approx Scale = 5 kilometres

Map labels: STAMFORD, PETERBOROUGH, King's Cliffe, Oundle, MARKET HARBOROUGH, Corby, A427, A43, A6, A6003, A605, A6116, Desborough, Rothwell, Kettering, Thrapston, To West Midlands, A14, A43, Burton Latimer, Raunds, A45, To Northampton and M1, Irthlingborough, Higham Ferrers, Wellingborough, Rushden, A6, A45, A509, NORTHAMPTON and M1, To Milton Keynes, BEDFORD, To Huntingdon and Cambridge, MILTON KEYNES

D.   DELIVERING INFRASTRUCTURE

3.40   The proposed housing growth will need to be supported by improvements to the physical and social infrastructure. This includes the roads, sewers, utilities, waste management facilities and public transport services needed for development to work, and the facilities such as schools, libraries, leisure centres, museums, green infrastructure, health and social care infrastructure and open spaces that make sustainable communities. Improved infrastructure is necessary to cater for a growing population and also to deal with existing deficiencies. Without first class infrastructure North Northamptonshire will not attract the people and investment it needs and development will not improve the quality of life for existing communities.

3.41   Studies of transport[4], utilities[5] and water[6] related infrastructure and consultation with stakeholders have identified a broad package of infrastructure needed to accommodate growth. These infrastructure requirements can be divided into **Local** and **Strategic**. Local infrastructure refers to the facilities or services that are essential for development to occur and are needed to mitigate the impact of development at the site or neighbourhood level. Strategic infrastructure refers to facilities or services serving the whole of North Northamptonshire or a wider area. Table 2 gives examples of local and strategic infrastructure. The demand for some of this infrastructure will be influenced by the success of policies and initiatives to encourage 'greener' lifestyles, for instance reducing car trips generated by a development or water use.

3.42   It should be recognised that the delivery of this infrastructure is dependent on partnership working between a variety of public and private sector agencies. The Core Strategy, and the infrastructure requirements within it should inform the investment strategies of key agencies. North Northants Development Company (NNDC) has a key role to play in working with infrastructure providers to identify needs and to secure timely delivery of facilities and services. NNDC will prepare a Spatial Investment Strategy for

[4] EDAW (2006) Using Increases in Land Values to Support Infrastructure Provision in North and West Northamptonshire – Final Report
[5] WSP (2005) North Northamptonshire Utilities Study Final Study Report
[6] Environment Agency and Halcrow Group Ltd (2007) North Northamptonshire Outline Water Cycle Strategy

TABLE 2: STRATEGIC AND LOCAL INFRASTRUCTURE

LOCAL INFRASTRUCTURE	STRATEGIC INFRASTRUCTURE
■ Education facilities – nursery, primary and secondary schools ■ Health facilities – neighbourhood health centres, doctors surgeries ■ Facilities for the Emergency services – fire and rescue stations, police offices, ambulance stations ■ Open space – local greenspace, local parks, nature reserves, neighbourhood play spaces ■ Community facilities – libraries, community centres, local sports, leisure and cultural facilities; waste management provision, renewable energy initiatives ■ Local transport facilities/improvements – improved walking, cycling and bus provision and contributions to off site highway works ■ Affordable housing	■ Transport – improvements to the strategic highway network and public transport infrastructure such as railway station improvements and investment in inter-urban bus services ■ Community – town centre and district centre investment, flood risk/ protection, strategic waste management facilities ■ Education – investment in further and higher education institutions and employment and skills training infrastructure ■ Green infrastructure – strategic greenspace/recreation, investment in green corridors ■ Health – provision of acute and other services and facilities ■ Utilities – investment in water, sewerage, gas and electricity networks, energy initiatives ■ Waste management ■ Economic – initiatives to promote economic growth and achieve balanced development including town centre regeneration

North Northamptonshire including a detailed delivery and investment programme. This will identify funding mechanisms, including contributions from developers and public funding. Whilst it will not be possible to guarantee levels of public and private investment over the next 15 years and beyond, the Spatial Investment Strategy will provide a clear statement of priorities and a basis for funding bids. NNDC will seek support from Government and other key stakeholders to secure as much certainty as possible that the necessary investment will be provided.

3.43   This Plan looks forward to 2021 to give providers of strategic and local infrastructure a firm basis on which to plan future investment and service delivery. As noted in paragraph 1.20, the Regional Strategy envisages high rates of growth continuing to 2031 and this should be taken into account by infrastructure providers.

3.44   The strategy for the growth towns is to develop a greater degree of self-sufficiency but also to develop distinctive and complementary roles. In relation to infrastructure and facilities this means:

- ensuring that each town has a wide range of local facilities and services appropriate to its role, including meeting the day-to-day needs of its population (for example the development of the community based health facilities to complement the general hospital at Kettering);
- ensuring that each of the Sustainable Urban Extensions has a mix of uses and facilities that, whilst not competing with the town centres, allows residents to meet many needs without travelling further afield;
- considering the most appropriate location of strategic facilities in the wider interests of North Northamptonshire.

3.45   The approach must balance the need to guide investment in the best interests of North Northamptonshire with the need to give flexibility for service providers and the market to bring forward development proposals.

3.46   Development plan documents will make provision for required strategic and local infrastructure, including the retention of existing facilities where there is a continuing need, and the provision of new facilities. For facilities that meet the health, leisure or other needs of the general public, a sequential approach will be followed with the preference being for sites within or adjacent to town centres, followed by edge-of-centre and other sites with good public transport accessibility.

PHASING OF INFRASTRUCTURE

3.47   It will be possible for most local infrastructure to be planned and provided alongside residential and commercial development in a way that does not delay the development. Policy 6 links the timing of individual developments to the infrastructure needs they generate and sets out the approach to securing developer contributions towards local and strategic infrastructure.

3.48   Key strategic infrastructure constraints identified in North Northamptonshire are the limited capacity of sewerage infrastructure and levels of congestion on the A14.

Studies have identified how these constraints can be overcome to allow planned levels of development to 2021. This is likely to entail:

- Improvements at the existing sewage treatment works plus a new treatment works at Corby;
- Expansion of Broadholme sewage treatment works (which serves the settlements of Wellingborough, Irchester, Rushden, Irthlingborough, Kettering, Desborough and Rothwell) and associated infrastructure; or alternatively a new sewage treatment works at Kettering;
- Increased sewage pumping capacity in the Rothwell/Desborough areas;
- Provision of a separate carriageway to take 'local' traffic off the A14 between Junction 7 (A43 Northern Bypass) and Junction 9 (A509), together with widening the A14 to three lanes in the section from Junction 9 to 10 (or new Junction 10A).

3.49   Further technical work is needed to prepare and evaluate these projects and each will be subject to the usual statutory procedures including public consultation. The timescales involved in planning, funding and delivering these major infrastructure projects means that, dependent on the rate at which development proceeds, there may be a delay between the need for the improvement and when it can be put in place. For example an expansion of Broadholme sewage treatment works is unlikely to be achieved before 2013 and the first stage of the A14 improvement may not be complete until 2017. NNDC's Spatial Investment Strategy looks at these issues in more detail and concludes that interim solutions will be needed to enable growth to continue prior to infrastructure projects being completed. For example the interim solution to the A14 constraint may involve a range of measures to manage local travel patterns, together with the Department for Transport relaxing its congestion targets for Junctions 7-9.

3.50   If the market supports rates of development as set out in the housing trajectory in Figure 11, but acceptable interim solutions to infrastructure constraints cannot be found, around 7000 homes planned prior to 2017 will need to be deferred until later in the plan period or beyond. Planning permission for Sustainable Urban Extensions (other than the initial developments east of Wellingborough and North-East Corby) will not be given until infrastructure solutions have been identified and the phasing of development that is permitted will be linked to the delivery of the agreed solutions, which may include targets for reducing demands on infrastructure including modal shift away from car use.

DEVELOPER CONTRIBUTIONS

3.51   Much of the cost of providing the infrastructure to support growth and make good existing deficiencies is likely to be borne by the public sector, other service providers (including utility companies) and consumers. However, where the need for infrastructure arises from development, the development industry has an important role to play in funding and delivery. This can be achieved through the imposition of planning conditions to deal with both on and off site works, but a financial contribution may also be required to deal with wider impacts and the funding of advanced infrastructure works. Planning conditions and obligations will be used to ensure that development contributes in a positive way to existing communities and environments, achieves sustainable development and provides for necessary improvements to key facilities.

3.52   A study has been made of how increases in land value arising from the development proposed in North Northamptonshire can be harnessed to help fund the necessary investment in infrastructure and services[7]. This forms the basis of the policy approach set out below, which seeks to achieve a better funded and fair approach to infrastructure provision. It is intended to assist developers in identifying where contributions are likely to be required, enabling the costs to be factored into relevant land transactions and the formulation of development proposals at an early stage.

3.53   A Supplementary Planning Document (SPD) on developer contributions in North Northamptonshire will set out the costs, standard charges and thresholds for implementation of the policy approach set out below.

3.54   The Government intends to legislate to give planning authorities greater powers to apply planning charges to help fund local and strategic infrastructure, alongside negotiated contributions for site-specific matters. This supports the North Northamptonshire approach, which will be reviewed in the light of any new legislation.

LOCAL INFRASTRUCTURE

3.55   Contributions to local infrastructure facilities and services have traditionally been negotiated for individual sites and for each specific need arising from development. This will continue to be the case for non-residential developments and for infrastructure that is specific to a particular site, for instance works to access the site or for localised junction improvements. Wherever possible these works will be required through planning conditions. Planning obligations will only be used where there is a need for a financial contribution from the developer in lieu of actual provision.

3.56   In order to streamline the planning system and provide greater transparency in relation to residential development, most local infrastructure costs can be aggregated into a standard charge or series of standard charges per dwelling set out in the Developer Contributions SPD. Local infrastructure requirements and their associated costs are based on local and national standards and best practice research. This charge will be applied to developments upon agreement between the local authority and the developer. The parties engaged in formulating the agreement may instead elect to individually negotiate the level of contributions towards local infrastructure, but this is likely to increase the time needed for determining an application.

3.57   As housing needs and the desirability for on site provision of affordable housing are specific to each locality, affordable housing contributions are not included in the standard local charge; these will in all cases be a negotiated planning obligation based on Policy 15 of this Plan and local affordable housing targets and thresholds.

STRATEGIC INFRASTRUCTURE

3.58   Due to the scale and cumulative impact of proposed developments, strategic infrastructure projects will be funded in part through pooled planning contributions within North Northamptonshire. The Developer Contributions SPD will identify a standard charge to support the funding of strategic infrastructure, taking into consideration variations in locality, development type, land use, current land value and accounted costs (including contributions to local infrastructure).

3.59   In order to ensure the viability of development, different levels of Strategic Infrastructure charge may be applied to areas of different land values. Provision will be made to secure additional contributions from developments as land values rise as a result of significant public sector investment.

POLICY 6: INFRASTRUCTURE DELIVERY AND DEVELOPER CONTRIBUTIONS

New development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities and to secure a modal shift away from car use and road freight haulage.

Progress on the delivery of strategic infrastructure will be monitored. Planning permission will be granted for development in accordance with phasing in the Core Spatial Strategy, subject to solutions to infrastructure constraints being resolved, or by interim measures or phasing conditions where appropriate. Development will be phased in relation to the delivery of infrastructure and/or performance against targets to reduce demands on infrastructure.

Developers will either make direct provision or will contribute towards the provision of local and strategic infrastructure required by the development either alone or cumulatively with other developments. These contributions will be negotiated between the developer and the local planning authority based on the Supplementary Planning Document for North Northamptonshire. For residential development, unless otherwise agreed, local infrastructure contributions will take the form of a standard charge per dwelling. In addition, unless otherwise agreed, a standard charge towards strategic infrastructure provision will apply to residential development, other than small scale 'rural exceptions' sites. The level and timing of this strategic infrastructure charge will vary dependent on the location, scale and financial viability of the development.

E.   DELIVERING HOUSING

3.60   The Government's Sustainable Communities Plan and the Regional Strategy seek a step-change in the rate of house-building in North Northamptonshire in order to contribute to meeting housing shortages in the greater south-east of the country. This plan seeks to support increased rates of house-building in three of the four districts, focused on the growth towns of Corby, Kettering and Wellingborough. The high rates of development experienced in recent years in East Northamptonshire are unsustainable and this plan proposes a slowing in the rate of development in this largely rural district. Local policies will need to ensure that the supply of housing in East Northamptonshire is not exhausted early in the plan period, resulting in pressures for further releases of land.

3.61   Delivering housing is not just about numbers but also about the quality of the housing (for example type, size, architectural design, tenure, energy efficiency) and its affordability. A Housing Market Assessment[8] has been carried out for North Northamptonshire and its findings are reflected in other policies of this plan, in particular Policy 15 on Sustainable Housing Provision.

3.62   The Regional Strategy breaks housing requirements into 5 year periods. Although rates of house-building in North Northamptonshire are increasing, completions in the period 2001 to 2006 fell 2935 dwellings short of the Regional Strategy requirement. It is therefore necessary to increase levels of development later in the plan period if the overall target of 52,100 homes is to be met. This 'back loading' helps fit development with the timescales for securing key infrastructure (see paragraph 3.50). If infrastructure constraints cannot be resolved or suitable interim solutions found, the housing trajectory and rates of growth will need to be reviewed. The housing trajectory at Figure 11 shows the rate of housing provision that will be planned for in order to deliver the overall Regional Strategy requirement of 52,100 homes by 2021. The progress of housing development will be monitored and the housing trajectory and information in Table 3 will be reviewed and refined in the Annual Monitoring Report. The approach of reducing rates of development in East Northamptonshire whilst increasing rates of development in Corby, Kettering and Wellingborough will be maintained.

FIGURE 11: HOUSING TRAJECTORY
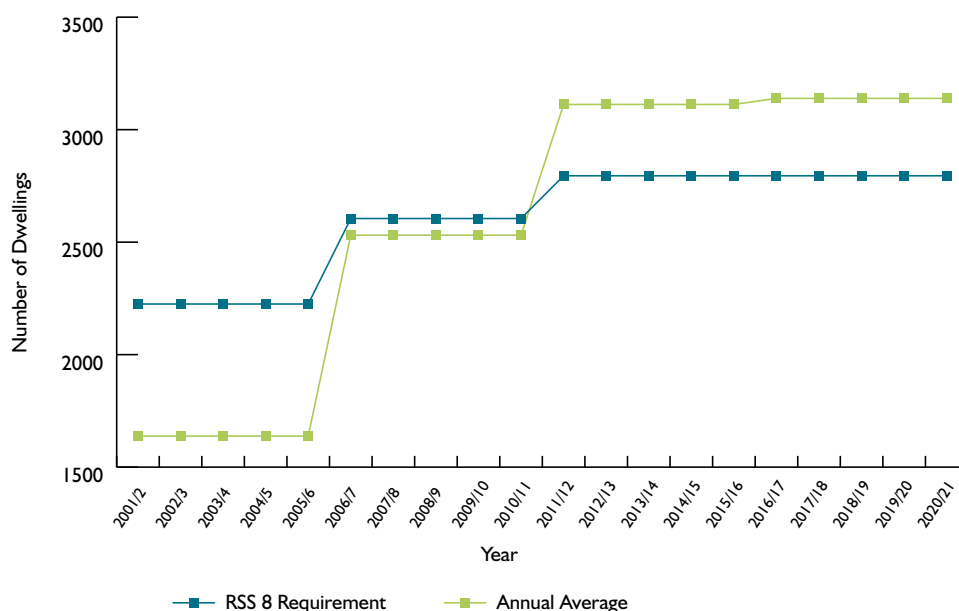
3.63   New homes will come from a variety of sources as shown in Figure 12. Some of these have already been granted planning permission and there are some existing local plan allocations that do not yet have planning permission (and will be re-assessed by the planning authorities). On top of this, urban capacity studies have identified potential for housing development on previously developed or 'brownfield' land and have estimated the continuing

supply of housing from other sources such as smaller infill sites. The housing data presented in Figure 12 will be reviewed and monitored through a joint Housing Land Availability Assessment in line with the guidance in PPS3. This work will inform district Development Plan Documents and brownfield strategies, and the review of this Plan. These sources of housing will be taken into account when site-specific plans are prepared identifying new housing sites. These plans will identify sources of housing to enable continuous delivery for at least 15 years from the date of adoption. The local planning authorities should each maintain at least a 5 year housing land supply of deliverable sites for their area. In addition, Policy 7 seeks to ensure a 5 year supply for the North Northamptonshire area as a whole, enabling delivery to be coordinated across the Housing Market Area.

FIGURE 12: SOURCES OF HOUSING 2001–2021 (AT MARCH 2006)

8190

21530

9810

7385

5185

Built by 2006

Planning Permissions

Local Plan Sites

Urban Capacity and Windfalls

Shortfall Required to 2021
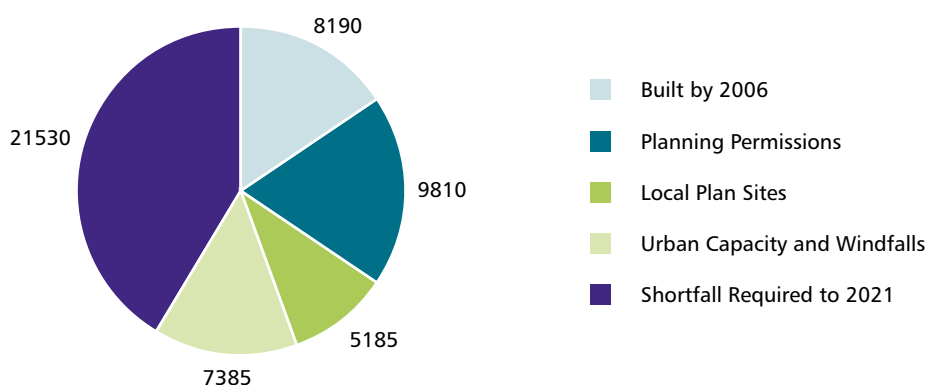
3.64   High priority will be given to the reuse of suitable brownfield sites within the urban areas that can be served by public transport. North Northamptonshire has a limited supply of such sites and, with the substantial levels of development proposed, cannot achieve the national and regional targets of building 60% of new homes on brownfield land. A more realistic, but still challenging, target is for at least 30% of new housing to be provided on previously developed land and buildings. The local planning authorities will prepare strategies for bringing brownfield sites forward for development and will work with partners such as NNDC and developers to identify and overcome constraints to delivery.

3.65   The shortfall of around 21,500 homes shown on Figure 12 is the estimated amount of housing that will need to be built on new greenfield sites by 2021. Policy 9 sets out the strategy of focusing this greenfield development in a small number of Sustainable Urban Extensions at Corby, Kettering and Wellingborough. These strategic sites will provide key building blocks for the delivery of growth in North Northamptonshire and will be phased to take place throughout the Plan period broadly as shown in Figure 13.

3.66   The proposed Sustainable Urban Extensions West and North-East of Corby, East of Kettering and East and North-West of Wellingborough have potential to continue to grow to help accommodate housing requirements beyond 2021. The scale of any major expansion will be determined through an early review of this Plan once the review of the Regional

Strategy is complete (see paragraphs 1.20 to 1.22). However, development plan documents and masterplans should plan for the logical extent of the Sustainable Urban Extensions and associated infrastructure. This may involve phasing some development beyond 2021 but this will be limited compared to the scale of development at that urban extension prior to 2021. Major expansion of the Sustainable Urban Extensions beyond 2021 should not be committed through site allocations or planning permissions ahead of the review of this Plan.

FIGURE 13: PHASING OF SUSTAINABLE URBAN EXTENSIONS[9]

SUSTAINABLE URBAN EXTENSION	2006-2011	2011-2016	2016-2021
North East Corby	5100		
Corby Western Urban Extension		4000	
East of Kettering	4200		
Wellingborough East	4350		
NW of Wellingborough		2300	
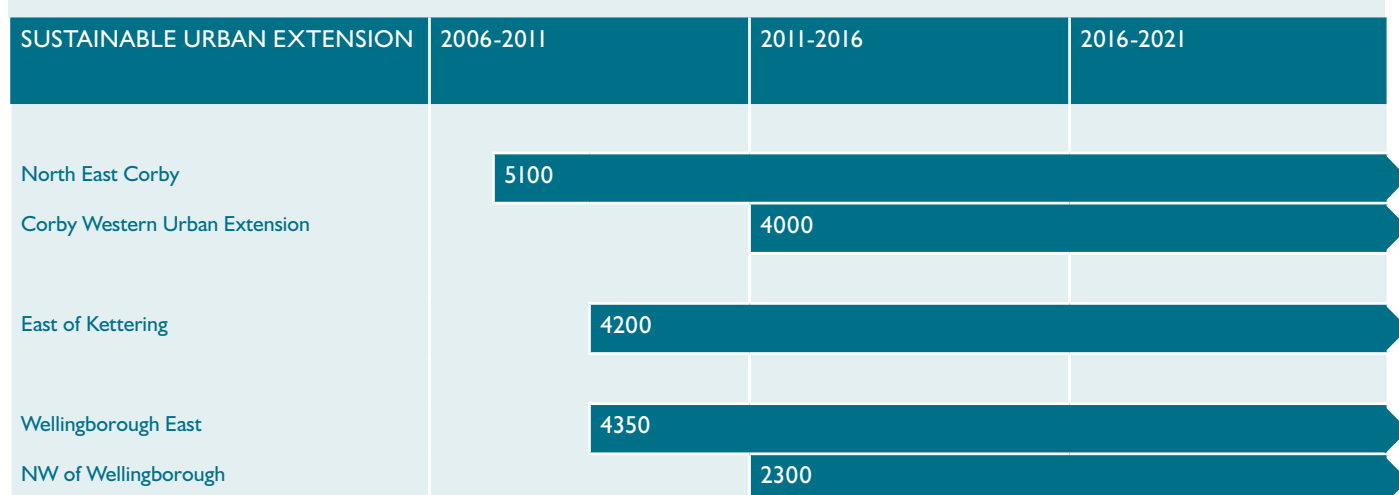
3.67   It is important that the initial Sustainable Urban Extensions build up momentum as quickly as possible in order to achieve the critical mass needed to support infrastructure and facilities, including high frequency public transport services, to deliver sustainable communities. This focus will ensure efficient use of infrastructure (maximising the delivery of homes and jobs for a given level of public and private investment) and will also minimise the duration of the development and the disruption for local people. The plan therefore identifies the preferred location of an initial Sustainable Urban Extension to each of the three Growth Towns that will be capable of incorporating a mix of uses including around 4-6,000 new homes. The plan also identifies broad locations for further Sustainable Urban Extensions that can deliver growth later in the plan period, their precise scale and phasing to be determined through the detailed plans prepared by the districts or through a master planning approach in planning applications.

3.68   The broad phasing of the housing elements of the Sustainable Urban Extensions shown in Figure 13 has regard to the lead time in planning these major developments, infrastructure constraints, and the desirability of establishing the momentum and success of the initial Sustainable Urban Extensions as quickly as possible. This momentum should be established once the initial physical infrastructure has been provided to release the site, and the first homes have been completed along with the first primary school and local facilities including a frequent bus service. The phasing of the further Sustainable Urban Extensions will be reviewed as set out in Policy 7 and may be brought forward if required to maintain a continuous supply of housing and to deliver the spatial vision for North Northamptonshire.

3.69   The Sustainable Urban Extensions are key building blocks for growth and it is essential that, once committed, they begin delivering new homes, jobs and infrastructure as quickly as possible. This will not be achieved if landowners or developers chose to 'bank' sites for future development, thereby rationing the supply of sites for housing. Progress with the Sustainable Urban Extensions will therefore be monitored and the planning authorities and NNDC will work with landowners, developers and other partners to overcome constraints to delivery. If, despite best endeavours, a Sustainable Urban Extension does not come forward for development, this Plan and other development plan documents will be reviewed. Where necessary, sites will be de-allocated and planning permissions will not be renewed.

POLICY 7: DELIVERING HOUSING

Development Plan Documents will make provision for the rates of housing development set out in Table 3.

The supply of housing will be monitored and appropriate action taken to ensure that a deliverable five-year supply of sites for North Northamptonshire as a whole is maintained, including strategies to secure the development of suitable brownfield sites in accordance with policy 9. Local policies will ensure that the release of housing land is managed so that the supply is not exhausted early in the plan period.

Sustainable urban extensions will be phased broadly as shown in Figure 13. The initial sustainable urban extensions should make provision for between 4-6,000 dwellings. The detailed phasing of sustainable urban extensions in relation to infrastructure provision will be dealt with in district development plan documents. The phasing of the further sustainable urban extensions at Wellingborough and Corby may be reviewed and brought forward if:

a) strategic and local infrastructure constraints can be resolved at an earlier date; and either;

b) Progress with the initial sustainable urban extension for that town is delayed, or if the supply of housing from other sources falls significantly below anticipated levels, provided that appropriate efforts have been made to identify and address obstacles and constraints to housing delivery; or

c) The initial sustainable urban extension for that town has reached a critical mass, having delivered its first homes, primary school and local services, and brownfield sites are being delivered at anticipated levels. In this case, accelerating the delivery of the further sustainable urban extensions will help ensure that growth targets are met to 2021.

Progress with the sustainable urban extensions will be monitored. If, despite best endeavours to overcome constraints to delivery, development of a sustainable urban extension does not commence, this Plan and other development plan documents will be reviewed. Where necessary, sites will be de-allocated and planning permissions will not be renewed.

TABLE 3: AVERAGE ANNUAL HOUSING PROVISION RATES 2001-2021					
DISTRICT	2001 – 2006	2006 – 2011	2011 – 2016	2016 – 2021	TOTAL
Corby	298	929	955	1178	16800
East Northants	565	428	500	387	9400
Kettering	471	642	774	733	13100
Wellingborough	304	532	883	841	12800
Total	**1638**	**2531**	**3112**	**3139**	**52100**
Total for Period	8190	12655	15560	15695	52100

F.   DELIVERING ECONOMIC PROSPERITY

3.70   This plan aims to achieve a broad balance between homes and new jobs so that overall commuting patterns into and out of North Northamptonshire in 2021 are broadly the same as in 2001. In other words, the Plan seeks to avoid the area becoming mainly a dormitory for people commuting to London and other centres, with the congestion that this would bring to the road network. To achieve this the Regional Strategy suggests that around 43,800 jobs need to be created between 2001 and 2021. This has been refined through local studies[10/11] which suggest an even more ambitious figure of 47,400 jobs.

3.71   Around half of the total new jobs are forecast to be generated in service sectors, for example in retailing, leisure, professional and public services, driven partly by the increasing population. The remaining 48% of jobs are forecast to be in offices (use class B1), manufacturing and related activities (use class B2), and distribution (class B8), for which specific sites need to be identified in development plans. In order to meet these ambitious job creation figures, economic growth will need to be higher than growth rates in previous years. Forecasts suggest that around 27,800 new jobs would be created if the economy continues to grow as it has in the past, leaving around 19,600 extra jobs that need to be provided. This is the 'step-change' in job creation that North Northamptonshire must aim for.

3.72   As well as securing sufficient jobs, the plan aims to diversify the economy into higher value-added activities (that generate greater wealth and higher paid jobs). This will mean focusing on potential growth sectors such as knowledge-based industries, customer services and precision engineering. This will allow a shift away from the recent reliance on strategic distribution development, although this remains a growth sector and will continue to be important to the North Northamptonshire economy. The challenge of accommodating and maximising the benefits of strategic distribution is discussed in more detail in paragraph 3.96 below.

3.73   The overall objective is to deliver an increase in jobs between 2001 and 2021 as set out in Policy 8 below. These North Northamptonshire-wide targets are broken down into district targets in Table 6 (page 56). These targets seek a greater diversity of jobs in all Districts.

[10] *Lambert Smith Hampton/Roger Tym and Partners (2006) Northamptonshire Commercial Property Employment Land Assessment*

[11] *Roger Tym and Partners/Innes England (2005) North Northamptonshire Employment Land Futures*

3.74   Delivering the jobs set out in Policy 8 sets an ambitious agenda that will take time to achieve, particularly as there is likely to be a time lag between the delivery of homes and the creation of new jobs. It is desirable to have a link between new homes and jobs so that the two remain broadly in balance. To some extent this will happen naturally in that people are unlikely to move to the area in the numbers envisaged if there are not good employment opportunities within or close to North Northamptonshire. A more direct mechanism will be to use the monitoring of job creation to inform future reviews of this plan and the Regional Strategy. These reviews will need to take a reasonably long term view of the commercial property market and general economic changes as the growth agenda will take time to build momentum. The plan must give sufficient certainty over development in the period to 2021 to secure the necessary public and private infrastructure investment but it should not over-commit to residential development, particularly beyond 2021, to the extent that future plan reviews cannot cut back on levels of development if the economy is not delivering the required jobs.

3.75   As well as providing the basis for monitoring, the job numbers and sectoral split in Policy 8 will serve as reference values to guide other development plan documents (see policy 11) and the activities of delivery partners such as NNDC, NEL and the LSC.

3.76   This plan will help to create these jobs in a prosperous and diverse economy by promoting:

1. Regeneration and significant expansion of the main **town centres**, enhancing business and cultural facilities and the quality of the public realm;

2. Provision of **infrastructure and services** needed to provide a competitive business environment, including transport and electronic communications infrastructure;

3. Supporting enhancement of **skills** is the local workforce to provide a more dynamic and flexible labour market;

4. **Safeguarding employment sites** which are of the right quality and suitably located in relation to infrastructure and neighbouring uses. This will include safeguarding employment land allocations for a range of uses in support of a balanced economy;

5. Provision of **additional high quality** land and buildings in sustainable locations, particularly to meet the needs of small and medium sized businesses and identified growth sectors. This will include the identification of a premium office site in each of the growth towns to act as focus for inward investment and to support economic development and diversification initiatives such as the Technology Realm programme (which aims to provide quality business environments and services in the County to encourage growth in higher-value added activities);

6. Diversification of the **rural economy**, in particular through the conversion of buildings within settlements to economic re-use.

3.77   These themes are developed throughout this plan, including policy 11 which deals with the spatial distribution of economic development.

3.78   The enhancement of skills in the workforce is important in order to attract inward investment and support businesses within growth sectors. Initiatives such as the redevelopment of Tresham College campuses at all three growth towns and the skills development programmes of partners including the LSC will be supported and where necessary, sites identified through development plan documents. A university presence is a priority for North Northamptonshire and is most likely to be achieved through an existing university offering courses based at Tresham College campuses.

3.79   Opportunities for training schemes as part of new development will be encouraged, including initiatives to maximise local employment and training in the construction industry and to up-skill the logistics sector. Developer contributions and training and employment agreements will be used to achieve this, and where possible develop wider training infrastructure.

POLICY 8: DELIVERING ECONOMIC PROSPERITY

The following net increase in jobs identified in Table 4 will be sought in order to maintain a broad balance over time between homes and jobs and to create a more diverse economic base.

Progress will be monitored and any necessary adjustments to the rate of economic or housing development will be made through future reviews of the plan.

Development plan documents will make and safeguard allocations for specific employment use classes in order to ensure the delivery of balanced economic growth.

In order to develop the qualifications and skills to attract new businesses and assist with economic diversification, investment in education and training at existing facilities will be encouraged and where new facilities are necessary these will be developed at locations accessible by a choice of means of travel. Training and employment agreements will be used where appropriate to facilitate increased opportunities for the local workforce.

TABLE 4: PROPOSED JOB GROWTH

	NET JOB (ALL SECTORS)	OF WHICH B USE CLASSES
North Northamptonshire	47, 400	
General Industrial		2960
Strategic Distribution		9440
Offices		11190

G   DISTRIBUTION OF DEVELOPMENT

3.80   Development will be focused on the Growth Towns of Corby, Kettering and Wellingborough, with major expansion of town centres, redevelopment of other sites within the urban areas, and carefully planned Sustainable Urban Extensions. This will be complemented by modest growth at the Smaller Towns and Rural Service Centres, which will support existing services such as local schools and shops. Rushden will consolidate its position as the fourth largest town centre, will be a focus for new employment development and will continue to accommodate significant new housing, due to the level of existing commitments within the urban area. Smaller sustainable urban extensions are also planned at Rothwell, Desborough, Irthlingborough and Raunds and will secure new investment and population to help to regenerate the town centres and strengthen and improve local services. In the rural area as a whole, other than in the Rural Service Centres, the opportunity for development will be limited in accordance with Policy 1 and new building development in the open countryside outside Sustainable Urban Extensions will be strictly controlled.

3.81   In meeting development needs for housing and other uses, the priorities will be to reuse suitable previously developed land and buildings ("brownfield" sites) within the urban areas, followed by other suitable land in urban areas and finally suitable sites adjoining urban areas. Sites should be served, or be capable of being served by public transport. Analysis of past development and potential sources of housing land suggests that, between 2001 and 2021, around 30% of new housing in North Northamptonshire could be built on brownfield sites. Policy 9 sets out this target. The extent to which this target is achieved will vary across North Northamptonshire, with East Northamptonshire expected to achieve 50-60% but Corby, Kettering and Wellingborough only around 20-30%. The Annual Monitoring Report will track performance in different parts of North Northamptonshire and the review of the Plan will consider whether the 30% target should be amended.

3.82   In parallel with the development of brownfield sites, it is necessary to plan for significant development of housing, employment, and other uses on greenfield sites. Rather than spread this around thinly, the strategy is to focus the bulk of this development on a small number of Sustainable Urban Extensions at Corby, Kettering and Wellingborough. Concentrating resources on a limited number of sites will ensure that major developments can be implemented effectively, bringing forward infrastructure quickly and minimising disruption to existing and new communities.

3.83   The Sustainable Urban Extensions will be of sufficient scale to include a mix of homes, jobs and other uses and to deliver the high quality infrastructure, facilities and environment needed to support a step change in the rate of housing development and to create thriving communities where people want to live and work. The Sustainable Urban Extensions may include brownfield and greenfield land and, where possible, will be linked to facilitating the development of other brownfield sites, for instance through the regeneration/ redevelopment of existing areas of housing. Further guidance on the Sustainable Urban Extensions is provided in Policy 16 of this Plan.

3.84   The Key Diagram identifies the broad location of proposed Sustainable Urban Extensions at the Growth Towns in the period to 2021. These have been assessed in relation

to environmental and infrastructure constraints and accessibility to key services and facilities including public transport. Locations for urban extensions are indicative only and do not mean that these areas have automatically passed any environmental or sustainability tests needed for planning permission to be granted. The precise boundaries and the impacts of development in these locations will be evaluated in greater detail through local development documents prepared by the districts.

3.85   The allocation and release of additional smaller greenfield sites by the districts may assist with the early delivery of growth. However such developments must not undermine the overall strategy of concentrating growth on a few large Sustainable Urban Extensions in order to secure the critical mass to provide the required mix of development, infrastructure and facilities, and high quality environment. Smaller developments must therefore make appropriate contributions to local and strategic infrastructure provision and must not impact upon the phasing or scale of the initial sustainable urban extensions. There are a few limited circumstances where discussions between landowners and the district planning authority are already well advanced and a master planned approach can be pursued to ensure that smaller extensions to the larger towns can progress in a comprehensively planned manner.

POLICY 9: DISTRIBUTION & LOCATION OF DEVELOPMENT

Development will be distributed to strengthen the network of settlements as set out in Policy 1. New building development in the open countryside outside the Sustainable Urban Extensions will be strictly controlled.

Priority will be given to the reuse of suitable previously developed land and buildings within the urban areas, followed by other suitable land in urban areas. The planning authorities will prepare housing land availability assessments and implement brownfield development strategies to ensure that at least 30% of the overall housing requirements for North Northamptonshire are provided on previously developed land and buildings.

Preference will be given to locations that are accessible by a choice of means of travel. In particular the town centres will be strengthened as the focus of retail, employment, leisure and other uses attracting a lot of people. Area Action Plans will be prepared to enable the town centres of Corby, Kettering and Wellingborough to accommodate significant new development.

Further development requirements will be focused on a small number of Sustainable Urban Extensions at Corby, Kettering and Wellingborough, comprising a mix of uses. Initial Sustainable Urban Extensions will take place to the north-east of Corby, east of Kettering, and east of Wellingborough as generally shown on the Key Diagram. Once these developments are successfully established, further Sustainable Urban Extensions will be brought forward to the west of Corby and north-west of Wellingborough. Site-specific Development Plan Documents may identify opportunities for smaller scale Sustainable Urban Extensions at Smaller Towns and Rural Service Centres.

HOUSING

3.86   The distribution of housing aims to achieve a sustainable pattern of development, working within the constraints of the Regional Strategy and recognising that development patterns in the immediate future will be in part governed by the supply of housing already 'in the pipeline' in the form of existing planning permissions and the potential to use brownfield sites. Existing local plan allocations will also need to be taken into account, although these will be reviewed by the individual districts against the objectives of this Plan and related sustainability and deliverability objectives. The housing figures in Table 5 include an indicative figure for the rural area of each district. This is based on a reduction on past rates of development but allows a degree of flexibility to meet local needs by realising development opportunities within village boundaries. These indicative figures are a realistic estimate of potential supply from windfall sites consistent with the urban-focused strategy set out in Policy 1.

3.87   The housing distribution seeks to:

- Reflect the current and planned roles for the towns, ensuring that residents have good access to jobs, services and facilities;
- Allow for limited development to meet the needs of rural communities, with a strong focus on the identified Rural Service Centres;
- Focus new investment and population where it is most needed to regenerate areas, strengthen and improve local services and the environment;
- Give good accessibility to public transport and allow efficient use of the road network;
- Avoid directing unacceptable development pressures to the places with the most sensitive built or natural environments;
- Avoid overloading existing services and facilities or ensure that development will support new facilities;
- Have regard to the reality on the ground in terms of the supply of housing land and local knowledge, including views on infrastructure constraints and greenfield development opportunities.

3.88   Given the close physical and functional relationship between Rushden, Higham Ferrers and Irthlingborough, a combined housing figure is given. This leaves the detailed distribution between the three related towns to be determined by the district council in the light of local studies and consultation.

POLICY 10: DISTRIBUTION OF HOUSING

New housing will be focused at the three Growth Towns, with modest growth at the Smaller Towns and Rural Service Centres, limited development in the villages and restricted development in the open countryside. Development plan documents will make provision for the amounts of housing development (net new dwellings) in the named settlements or group of settlements as set out in Table 5. This provision will be reviewed in the light of progress with the delivery of associated infrastructure and employment as required by Policies 6 and 8.

TABLE 5: DISTRIBUTION OF HOUSING

DISTRICT/ BOROUGH	SETTLEMENT/ AREA	INDICATIVE HOUSING REQUIREMENT (NET ADDITIONAL DWELLINGS 2001 - 2021)	OF WHICH HOUSING COMPLETIONS 2001 - 2006
CORBY			
Growth Town	Corby	15510	
Rural Areas	Corby rural[12]	1290	
Corby total		**16,800**	**1,491**
KETTERING			
Growth Town	Kettering	7500	1023
Smaller Towns	Burton Latimer	700	161
	Desborough	1940	407
	Rothwell	1320	126
Rural Areas	Kettering rural	1640	636
Kettering total		**13,100**	**2,353**
WELLINGBOROUGH			
Growth Town	Wellingborough	11590	1037
Rural Areas	Wellingborough rural	1210	484
Wellingborough total		**12,800**	**1,521**
EAST NORTHAMPTONSHIRE			
Smaller Towns	Rushden		1008
	Higham Ferrers	5090	466
	Irthlingborough		469
Rural Service Centres	Raunds	1100	110
	Thrapston	1140	353
	Oundle	610	137
Rural Areas	East Northamptonshire rural	1460	282
East Northamptonshire total		**9,400**	**2,825**
North Northamptonshire Total		**52,100**	**8,190**

[12] The Corby rural housing figure of 1290 dwellings includes a development of 970 dwellings under construction to the west of Stanion.

EMPLOYMENT

3.89   A major plank of the strategy for generating new and better jobs will be the provision of the right kind of land in the right place in the right amounts. 'Employment land' in this instance refers to those uses falling within the planning B use classes, that is offices (B1), manufacturing (B2) and warehousing and distribution (B8). These B use classes account for around half of forecast new jobs in North Northamptonshire to 2021 (see paragraph 3.71).

3.90   The local planning authorities will plan for economic development on the basis of achieving the net increase in jobs set out in Policy 11. The job creation targets reflect the preferred strategy of seeking to diversify the economy across North Northamptonshire, whilst building on existing strengths. These targets are based on the North Northamptonshire Employment Land Futures study[11] updated to reflect changes in the way jobs are classified into uses[10]. The jobs target for East Northamptonshire has been increased from 3,000 to 5,220 (with consequent changes elsewhere) in the light of strong performance in the period 2001 to 2004. There is still forecast to be a reduction in employment in the general industrial (i.e. manufacturing) sector in East Northamptonshire but this does not necessarily mean that less land is needed for these uses (particularly for expanding local firms). In translating jobs targets into land requirements, the planning authorities will undertake employment land reviews in line with published Government best practice guidance, taking into account the potential for future losses of existing employment land/ floorspace. The Joint Planning Unit has produced a technical note giving guidance on the methodology to be used when converting job numbers into employment land requirements. A reasonably flexible approach will need to be taken, with some slack (over-allocation) in the system to cater for development time lags as well as to provide a margin for choice and uncertainty. Given the area's status as a growth area and the nature of much existing supply, this slack should be the equivalent of 5 years demand (gross take up).

3.91   Given the complexity of employment patterns, it is not practical to break district job targets down into targets for individual settlements. The general approach is for employment development to be predominantly at the three growth towns, using existing sites where possible and creating new opportunities for employment in the town centres and on high quality sites elsewhere, including within the sustainable urban extensions. Employment will also be encouraged at the smaller towns and rural service centres, particularly locations such as Rushden and Rothwell, which have high levels of out commuting at present. Diversification of the rural economy will be supported, in particular through the conversion of buildings within settlements to economic re-use.

3.92   Existing employment sites and areas provide the main supply of employment land. They will be safeguarded from change to other uses to maintain the supply of employment land and retain older mixed use areas within towns, allowing for journeys to work by foot or cycle. Exceptions to this would be where existing sites or premises are no longer suited to modern commercial needs or where conflicts between existing uses have arisen, for instance where HGV access is causing congestion, road safety or air pollution issues within older terraced streets.

3.93   The town centres are the preferred location for the focus of new office development followed by other areas with good public transport connections. However, the town centres cannot entirely accommodate the amount of land envisaged as being required for office-based uses. Furthermore, in view of the need to bring about economic growth as fast as possible, certain types of business use (such as research and development) may find more commercially attractive locations within the sustainable urban extensions or other prominent sites at the edge of the towns. These will need to be in locations that are, or can be made, highly accessible by a range of transport modes.
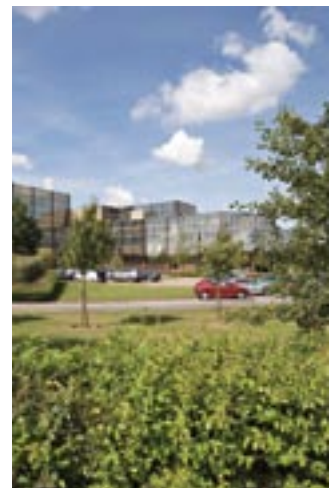
3.94   The Northamptonshire-wide Technology Realm initiative[13] aims to provide an impetus to the Northamptonshire economy becoming more knowledge-based through the focused provision of commercial property space and business support services of a quality conducive to higher value added commercial activities. In order to create linkages between businesses, provide supporting infrastructure and to embed the economic activity within their locality, the location of this provision is proposed to be focussed at a 'hub' in Northampton and at 'spokes' at the three Growth Towns in North Northamptonshire. To facilitate this, development plan documents will identify sites at Corby, Kettering and Wellingborough of between 5–9 ha in sustainable locations capable of accommodating:

- The development of flexible, future-proof buildings (including modular construction);
- The development of a ladder of accommodation that can support occupiers from start-up, through follow-on space to maturity;
- Building and external space design that maximises formal and informal interaction;
- Striking and innovative architecture;
- Appropriate broadband telecommunications and ICT infrastructure.

3.95   North Northamptonshire's strategic location has made it a centre for the distribution industry. Large scale development for strategic distribution (use class B8) development has taken place in recent years. This has generated significant investment and a range of jobs but has involved the use of large areas of land, has put significant demands on transport infrastructure, and has involved large buildings that have sometimes been visually intrusive. Also, whilst the distribution sector can offer a broad range of jobs, many of those created have been relatively low skilled.

3.96   Strategic distribution will remain important to the economy of North Northamptonshire, being forecast to generate over 9,000 new jobs between 2001 and 2021. However, new approaches are needed to maximise the benefits of this growth sector, particularly in order to:

- Contribute to a modal switch away from road based freight transport (maximising opportunities for rail and water based distribution);
- Secure a greater range of jobs (including office-based employment); and
- Improve the design and environmental performance of warehouse developments.

3.97   The East Midlands Strategic Distribution Study[14] indicates that large scale strategic distribution activity (with buildings greater than 25,000 square metres floor space) should be focused in locations that are attractive to the logistics industry, offer at least 50 Hectares of development land; have good rail access (generous loading gauge and capacity to run freight trains); good access to the national highway network; and good access to labour. Within North Northamptonshire, only Eurohub at Corby satisfies these requirements. There is a commitment to a 60 ha extension (325,000 m^2) of the existing Eurohub distribution park into Stanion Plantation. The result will be a new large-scale strategic distribution development including a new Intermodal Handling Area, and rail connection infrastructure. The new Eurohub site will be readily connected to the national freight network. The site has capacity to accept the potential for one million tonnes per annum of cargo to and from the site (about 25% of the site's total site throughput). It will optimise its capacity if there is upgrading of the wider

rail network. This is anticipated in the Regional Freight Strategy[15], and it is also reasonable to suppose that such an upgrade will be completed to allow for port expansion in the Haven Ports and on the Thames where a growth in rail freight is anticipated. The Corby development will add to the justification for advancing national rail freight objectives, as well as broader concepts of sustainable road transport. Wellingborough has also been identified as having potential to accommodate some rail-related development, although of a more limited scale.

3.98   Existing planning permissions and allocations allow for some smaller scale strategic distribution development elsewhere in North Northamptonshire and the employment land reviews to be undertaken by the districts may result in a need to identify further sites for development. Distribution developments should be in locations and of a scale where buildings are not visually prominent, unless they are of exceptional design and build quality. Development should be sensitively designed to reduce the impact on the local landscape and townscape and to achieve high standards of design and environmental performance. Where appropriate, developments should contribute towards enhancing the wider Green Infrastructure network.

3.99   Traffic impact, particularly in relation to issues over capacity of junctions on the strategic roads of the area, will be a fundamental consideration in respect of acceptability of proposals. The impact of HGV parking arising from such development will also need to be addressed. Development should safeguard land to provide facilities for transferring freight delivery from road to rail and water wherever practical.

POLICY 11: DISTRIBUTION OF JOBS

a) The quantity and quality of existing employment sites and allocations will be reviewed against the job creation targets set out in Table 6.

b) Existing employment areas and allocated employment sites will be safeguarded for employment use, unless it can be demonstrated that an alternative use would:

■ not be detrimental to the overall supply and quality of employment land within the district, and/or

■ resolve existing conflicts between land uses.

c) New sites will be allocated to meet any identified shortfall in supply. These will be within or adjoining the main urban areas, the Sustainable Urban Extensions, or areas that presently have a low jobs/workers balance and be in locations that are capable of being accessed by a choice of means of transport. The town centres and other areas with good public transport connections will be the preferred locations for new office development.

d) Large scale strategic distribution will be concentrated at the rail-linked Eurohub site at Corby. Other distribution sites should be located close to the strategic transport network, with priority given to areas served or potentially served by rail or water.

e) Sites will be identified at the growth towns to meet the aims of the Technology Realm initiative that are capable of providing the quality of environment and property product necessary to attract and develop more knowledge intensive economic activity.

f) Sites that are no longer suited to employment uses will be de-allocated or will be allocated for alternative uses.

g) Within the rural areas, new employment development will be directed to the rural and local service centres. The conversion of existing buildings and infrastructure for employment and tourism related development will be encouraged in locations within and adjoining settlements. In order to support farm diversification in the open countryside, conversion to employment uses of buildings worthy of retention will be supported where proposals are in accordance with the criteria set out in Policy 13.

TABLE 6: JOB GROWTH BY DISTRICT AND SECTOR

LOCATION	NET JOB GROWTH (IN ALL SECTORS)	OF WHICH B USE CLASSES
CORBY	13580	
General Industrial		1900
Distribution		3640
Offices		2450
EAST NORTHAMPTONSHIRE	5220	
General Industrial		-420
Distribution		840
Offices		2330
KETTERING	16200	
General Industrial		1120
Distribution		1870
Offices		3260
WELLINGBOROUGH	12400	
General Industrial		360
Distribution		3090
Offices		3150
NORTH NORTHAMPTONSHIRE	47400	
General Industrial		2960
Distribution		9440
Offices		11190

RETAIL, LEISURE AND CULTURE

3.100   Retail development will be concentrated within existing town and district centres as identified in development plan documents. The sustainable urban extensions will include local centres of an appropriate scale with convenience shops and facilities such as medical centres and schools to meet the day-to-day needs of residents, but will not provide significant convenience and comparison shopping provision or other facilities serving a wider area, that would be better located in the town centre. For any proposals outside of the town centre, the sequential test will be applied in order to determine whether the development is best placed within the existing town centre (guidance on applying the sequential test is provided in PPS6[16]). A balanced network of town centres will be supported as outlined in Figure 14.

3.101   The three Growth Towns will be the focus of development, with Kettering remaining the main retail centre and Corby and Wellingborough also accommodating major growth to transform their retail and service offer. The North Northamptonshire Town Centres Study[17] gives the following indicative ranges of net increases in comparison shopping floorspace that should be planned for in the period 2004 to 2021.

- Kettering 20,500 to 25,000m^2
- Corby 15,500 to 18,500m^2
- Wellingborough 15,500 to 18,500m^2

These figures are in addition to existing commitments or proposals, the most significant being the Willow Place development that is underway in Corby town centre (phase 1 being around 8,000 square metres net floor area). They represent a step-change in the comparison retail offer of all three towns (currently 18,620m^2 in Corby, 40,200m^2 in Kettering and 28,170m^2 in Wellingborough)[18].

3.102   Policy 12 indicates the minimum quantum of additional comparison floorspace that should be planned for in order to increase trade retention in North Northamptonshire and improve the retail offer and vitality and viability of all three Growth Town centres. The indicative minimum retail floor space figures will act as a guide for the more detailed plans prepared by the districts, which will seek to accommodate the bulk of the required floor space within or adjoining the town centres. Further significant growth in retail floorspace will be required beyond 2021 and potential for this future development should be safeguarded in town centre Area Action Plans.

3.103   Development will proceed at different rates in the three centres in response to market demands and regeneration needs as sites become available. Redevelopment of Corby town centre is underway and its completion early in the plan period is key to regenerating the town and helping to stem the loss of trade from North Northamptonshire. The scale or pace of development in any of the three growth town centres will be held back only if it is clear that it would threaten the long term vitality and viability of another town centre or the retention of expenditure in North Northamptonshire. Accordingly, proposals that comprise all or part of major retail development (1,000m^2 or more gross floor area) will need to include an assessment of impacts on adjacent town centres. The retail strategy will be reviewed in the light of market conditions and monitoring of delivery.

[16] *ODPM (2005) Planning Policy Statement 6 – Positive Planning for Town Centres: A Plan-Led Approach*

[17] *Roger Tym and Partners (2006) North Northamptonshire Town Centres – Roles and Relationships Study: Update of Retail Capacity Forecasts – Final Report*

[18] *Experian Goad (2005) Gross Comparison Floorspace Figures*

FIGURE 14: TOWN CENTRES: BALANCED NETWORK APPROACH

FOCUS OF DEVELOPMENT

Potential strong sub-regional centre

REDEVELOPMENT & EXPANSION

KETTERING
New retail/leisure quarter focused on redeveloped Newlands shopping centre

Other key foci of town centre uses, with potential to become sub-regional centres

CORBY
Substantially remodelled and expanded town centre

WELLINGBOROUGH
Redevelopment of town centre core

CONSOLIDATION

Other main town centre

ENHANCEMENT OF EXISTING OFFER

RUSHDEN
No specific 'growth strategy' but town centre development encouraged

Smaller towns and rural service centres

LOCALISED CONVENIENCE & SERVICE CENTRES

No specific retail allocations – consolidation of existing offer

BURTON LATIMER
Maintain pleasant Town Centre environment

IRTHLINGBOROUGH
Environmental improvements
Upgrading of retail stock

ROTHWELL
Maintain pleasant Town Centre environment

DESBOROUGH
Environmental improvements
Upgrading of retail stock
Small-scale infill development

HIGHAM FERRERS
Maintain pleasant Town Centre environment

OUNDLE
Maintain pleasant Town Centre environment
Offices close to the Town Centre

RAUNDS
Environmental improvements
Small-scale infill development

THRAPSTON
Environmental improvements
Small-scale infill development

3.104   In the period to 2021, a further 12,210m^2 of convenience retail floor space is projected to be required, due to the growth in population and expenditure. There are particular deficiencies in the rural north east and therefore some scope for new convenience retail development to strengthen the role of the Rural Service Centres.

3.105   The town centres also need to expand and improve the range of employment, leisure and housing to meet the needs of a growing population. For instance there is a lack of choice in the food and drink offer of Corby and Kettering. A need has also been identified for up to 13 additional cinema screens across the area by 2021 and the presumption is that this type of use will be within or close to the town centres, on sites readily accessible by public transport.

3.106   Leisure, cultural and heritage provision in North Northamptonshire will encompass a wide range of activities and facilities in order for people to participate in sport, recreation, arts and cultural and heritage activity. Their inclusion in future planning for the area is crucial in making the three Growth towns and their surrounding catchment a vibrant, exciting and exceptional place to live and work. The delivery of suitable facilities will need to support the development of a balanced network of centres.

POLICY 12: DISTRIBUTION OF RETAIL DEVELOPMENT

The town centres of Kettering, Corby and Wellingborough will be strengthened & regenerated as the focus of sustainable communities in North Northamptonshire. For the period 2004 to 2021 development plan documents will make provision, in addition to existing commitments, for a minimum net increase in comparison shopping floor space of:

Kettering   20,500m^2
Corby   15,500m^2
Wellingborough 15,500m^2

Development of an appropriate scale that enhances the retail offer of Rushden town centre will be supported. The remaining Smaller Towns and Rural Service Centres will consolidate their roles in providing mainly convenience shopping and local services. Local deficiencies in convenience retail provision will be addressed by provisions made through detailed development plan documents.

Where retail development, for which there is an identified need, cannot be accommodated within the defined town centre areas, a sequential approach will be followed with preference first to well-connected edge of town-centre locations followed by district and local centres including those in the sustainable urban extensions, and then existing retail areas that are well served by a choice of means of transport.

The scale of retail development should be appropriate to the role and function of the centre where it is to be located. Accordingly, proposals for major retail development and their phasing will be assessed to ensure that they do not have an adverse impact on the long term vitality and viability of other town centres or the ability of North Northamptonshire to retain expenditure.

4. BUILDING SUSTAINABLE COMMUNITIES

4.1   The Government's short definition of sustainable communities[1] is that they are "places where people want to live and work, now and in the future". Key points for measuring this are that such communities should be "active, inclusive and safe, well run, environmentally sensitive, well designed and built, well connected, thriving, well served and fair for everyone".

4.2   Sustainable communities are those that incorporate sustainable development. The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life for future generations.

4.3   The Plan for North Northamptonshire aspires to a step change in the quality of new development and policies therefore seek attainment of the highest possible environmental standards. Sustainable communities in North Northamptonshire will be created through the approach set out in chapter 3 and reinforced by implementation of the policies that follow in this chapter.

4.4   The policies in this chapter arise from three themes: **Meeting Needs, Raising Standards and Protecting Assets**. An overarching policy is included setting out the sustainable development principles against which all development proposals will be considered. Augmenting this are a small set of more focused policies, dealing with matters of particular importance for the creation of sustainable communities in North Northamptonshire.

4.5   Building sustainable communities in North Northamptonshire is all about adopting an integrated approach to development and the way it relates to existing infrastructure and established built areas. The increased population, numbers of houses and jobs, and changes to travel patterns arising from growth and development, will impact upon existing roads, water supply, energy sources and public services in general. This impact can be minimised by more sustainable lifestyles. Examples of this are:

- More provision being made for walking and cycling and more use being made of public transport, to create modal shift and ease the pressure on road space and therefore reduce the amount of new road building;
- Better use of water resources to reduce pressures on water supply and sewage treatment works;

- Better insulation standards and more sustainable local power sources will reduce the need for improvements to the strategic supply network of gas and electricity suppliers;
- Healthier lifestyles reducing the need for health services;
- Better local employment, shops and entertainment facilities reducing the need to travel out of the area.

4.6   Sustainable communities are those where the needs of both the existing and future population are met. This will be achieved through preventing the loss of key services; maintaining the vibrancy of town centres and other key locations; improving existing services and infrastructure; enhancing the local transport network; and regenerating and redeveloping run down areas. In order to improve local connectivity and reduce car use, developments should be designed on the basis of a transport user hierarchy, in which the needs of pedestrians are considered first, followed by the needs of cyclists, then public transport, and finally private vehicles.

4.7   North Northamptonshire's sustainable communities of the future will be vibrant places where people want to live and work. They will be places where residents feel a strong sense of community identity and ownership, and feel safe from crime and disorder. Pride and community spirit will be developed and enhanced by the provision of facilities and services that are accessible and affordable, acting as focal points to bring people and communities together and enhance their quality of life. They will be inclusive communities with a balanced community mix, achieved through providing jobs, services, leisure facilities, cultural activity and a mix of dwelling types and tenure.

4.8   As North Northamptonshire is also a growth area, it will be essential to ensure that sufficient facilities and services are provided to meet the needs of those who live in, work in and visit the area. The starting point for the Plan is that new development should retain and, where possible, enhance existing community assets, services and facilities. This will also play a fundamental role in the regeneration and renewal of North Northamptonshire's most deprived areas to increase social inclusion.

4.9   The process of creating sustainable communities in North Northamptonshire will not just seek to build identity and belonging but it will actively promote safety, well-being and community participation. Proposals must respect local amenity, health and safety and provide, or link into, areas of formal and informal green space. However they should also provide a balance between making development safe and making it attractive. Development should not increase pollution levels and will need to be implemented in a way that minimises adverse effects during construction.

GENERAL SUSTAINABLE DEVELOPMENT PRINCIPLES

4.10   In order to create more sustainable communities in North Northamptonshire, all development proposals will be considered against Policy 13. Many of the issues in Policy 13 are addressed in national or regional guidance and it is not necessary to elaborate in this Plan. However, the policy provides a checklist of the key issues that need to be considered

in delivering the quality of development sought by this Plan and will be used to inform other development plan documents as well as decisions on planning applications. Conditions will be applied to planning permissions to ensure that high quality development is delivered. Where submitted proposals are in accordance with the criteria of this policy, and other relevant policies of the Plan, this will generally enable greater clarity and speed of decision making.

POLICY 13: GENERAL SUSTAINABLE DEVELOPMENT PRINCIPLES

Development should meet the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life that the present generation aspires to. Development should:

Meet needs

a) Incorporate flexible designs for buildings and their settings, including access to amenity space, enabling them to be adapted to future needs and to take into account the needs of all users;

b) Seek to design out antisocial behaviour, crime and reduce the fear of crime by applying the principles of the "Secured by Design" scheme;

c) Maintain and improve the provision of accessible local services and community services, whilst focusing uses that attract a lot of visitors within the town centres;

d) Have a satisfactory means of access and provide for parking, servicing and manoeuvring in accordance with adopted standards;

e) Be designed to take full account of the transport user hierarchy of pedestrian-cyclist-public transport-private vehicle, and incorporate measures to contribute to an overall target of 20% modal shift in developments of over 200 dwellings and elsewhere 5% over the plan period;

f) Not lead to the loss of community facilities, unless it can be demonstrated that they are no longer needed by the community they serve and are not needed for any other community use, or that the facility is being relocated and improved to meet the needs of the new and existing community;

g) Not lead to the loss of open space or recreation facilities, unless a site of equivalent quality and accessibility can be provided, serviced and made available to the community prior to use of the existing site ceasing.

Raise standards

h) Be of a high standard of design, architecture and landscaping, respect and enhance the character of its surroundings and be in accordance with the Environmental Character of the area;

i) Create a strong sense of place by strengthening the distinctive historic and cultural qualities and townscape of the towns and villages through its design, landscaping and use of public art;

j) Be designed to promote healthier lifestyles and for people to be active outside their homes and places of work;

k) Allow for travel to home, shops, work and school on foot and by cycle and public transport.

Protect assets

l) Not result in an unacceptable impact on the amenities of neighbouring properties or the wider area, by reason of noise, vibration, smell, light or other pollution, loss of light or overlooking;

m) Be constructed and operated using a minimum amount of non-renewable resources including where possible the reuse of existing structures and materials;

n) Not have an adverse impact on the highway network and will not prejudice highway safety;

o) Conserve and enhance the landscape character, historic landscape designated built environmental assets and their settings, and biodiversity of the environment making reference to the Environmental Character Assessment and Green Infrastructure Strategy;

p) Not sterilise known mineral reserves or degrade soil quality;

q) Not cause a risk to (and where possible enhance) the quality of the underlying groundwater or surface water, or increase the risk of flooding on the site or elsewhere, and where possible incorporate Sustainable Drainage Systems (SuDS) and lead to a reduction in flood risk.

4.11   The Northamptonshire Environmental Characterisation Strategy (ECS)[2] provides a suite of core environmental datasets that will inform, develop and enhance sustainable planning and management in North Northamptonshire, helping to ensure that development is related to its cultural, natural and visual landscape character.

4.12   The Environmental Character Assessment (ECA) represents the top tier of a series of character assessments that have been developed as part of the Northamptonshire ECS. This provides a framework for more detailed character assessments that give an objective description of the North Northamptonshire landscape, as well as a series of strategies and guidelines to help direct future landscape change and landscape management. The ECS incorporates the current landscape character, the biodiversity character and the historic character of North Northamptonshire and recognises the local distinctiveness of all areas and negates the need to designate Special Landscape Areas or other local landscape designations.

4.13   The Environmental Character Areas from the ECS are identified on Figure 15. Detailed guidance notes are available setting out how character information should be used in a planning application[2].

[2] Northamptonshire's Environmental Character and Green Infrastructure Suite 2006, available at www.rnrpenvironmentalcharacter.org.uk

FIGURE 15: ENVIRONMENTAL CHARACTER AREAS IN NORTH NORTHAMPTONSHIRE

Central Northants Plateaux and Valleys

Rockingham Forest

The Colleyweston & King's Cliffe Plateaux

The East Northamptonshire Claylands

The Lower Nene (Thrapston to Wansford)

The Middle Nene (Northampton to Thrapston)

Welland Valley

West Northamptonshire Uplands

Yardley Chase and Salcey Forest
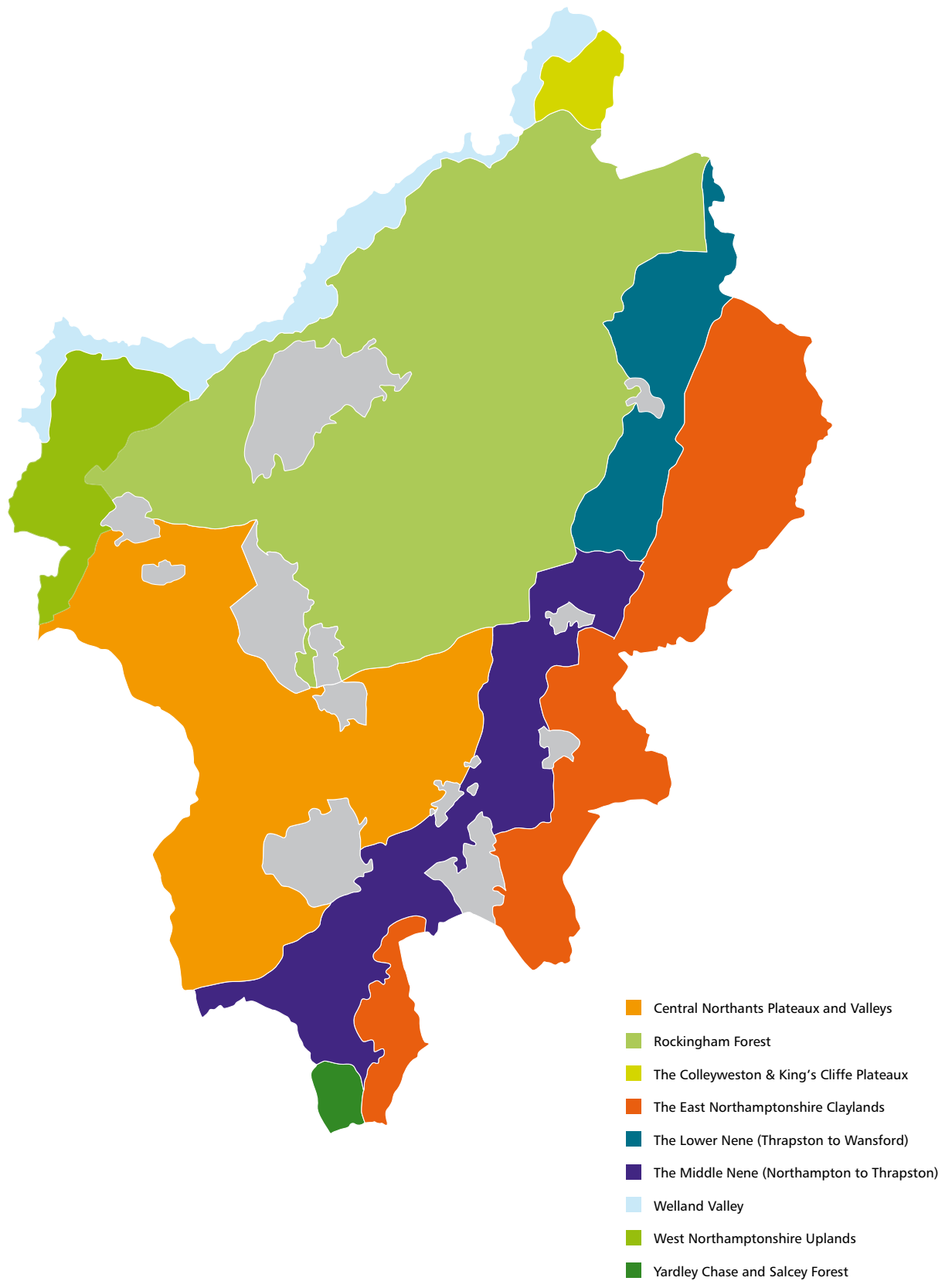
ADDRESSING CLIMATE CHANGE

4.14   The Plan for North Northamptonshire must establish standards and requirements in response to the wider concerns relating to climate change and the reduction of greenhouse gases. There is a national requirement to reduce carbon emissions by 60 per cent from their levels in 2003 by 2050 and for 20% of electricity generation to be obtained from renewable sources by 2020. The policies of this Plan are aimed at increasing the self-sufficiency of the area, thereby reducing the need to travel, and at delivering real improvements in transport choice. Additional measures are however required if climate change is to be seriously addressed. Home energy use is responsible for 27% of the UK carbon dioxide emissions. As the market for renewable energy products grows, then the prices will fall with the economies of scale of production. When this occurs it will also become increasingly cost effective to retro-fit renewable energy measures to existing buildings and the cost burden of delivering higher proportions of renewable energy in respect of new developments will reduce. It may also result in the growth of local manufacturing and service businesses in the renewable energy sector. In recent reviews of renewable energy potential, the Southern Sub Area (which includes North Northamptonshire) of the East Midlands Region has been found to offer the best opportunity for new carbon neutral development. It has also been established that in what will remain a generally rural area, there are some opportunities for wind energy development and significant potential for biomass crops. In line with the latest national guidance and planning advice, it is anticipated that new wind energy development proposals and decentralised biomass fuelled power plants will, in principle, be considered favourably in North Northamptonshire.

4.15   The Government has signalled its intention to tackle these issues through amendments to building regulations and non-mandatory measures including the introduction of the Code for Sustainable Homes. This Code is intended as a single national standard to guide industry in the design and construction of sustainable homes. There are six levels of the Code, each with minimum energy efficiency/carbon emissions and water efficiency standards. The Code also rewards other environmental considerations, such as sustainable construction materials, the availability of recycling facilities, cycle spaces and home offices.

4.16   Policy 14 seeks the highest viable standards of environmental performance in all developments and will be supported through a joint Supplementary Planning Document (SPD) on Sustainable Design and the application of the requirements of other plans including the Northamptonshire Waste Local Plan and Development and Implementation Principles SPD, which seek to minimise waste generation through construction and operation, and provide facilities to encourage re-use and recycling, and the draft Regional Spatial Strategy which sets a target of 25% efficiency in domestic water usage.

4.17   Larger scale developments including the Sustainable Urban Extensions provide the opportunity to secure exemplary standards of sustainable design and renewable or low carbon energy generation. This should be planned from the start but it is recognised that environmental performance is likely to improve progressively. Policy 14 requires large new residential developments to meet the levels of the Code necessary to deliver the three steps to achieving zero carbon emissions by 2016.

Burton Wold windfarm – North Northamptonshire's first windfarm produces energy equivalent to the needs of around 10,000 homes.

4.18   The BREEAM standard currently remains the most up to date standard for assessing the environmental performance of non-residential buildings. These buildings will have an important part to play in the achievement of more environmentally sustainable developments in North Northamptonshire. Policy 14 requires a BREEAM performance standard of not less than 'very good' for non-residential development forming part of large scale mixed-use developments and for other large non-residential developments.

4.19   An energy strategy will be prepared for North Northamptonshire to identify local opportunities to promote renewable, low carbon and decentralised energy systems. In the meantime Policy 14 identifies minimum targets for the provision of energy from these sources that will be sought having regard to the viability of individual developments.

4.20   Given the level of growth earmarked for North Northamptonshire, it is imperative that a realistic and serious response to meeting climate change obligations is made in respect of planning for new development. A key objective of the Plan for North Northamptonshire is for the area to be a beacon of best practice, becoming a benchmark for green living through using high standards of design, sustainable construction methods and green technology. The requirements set out in Policy 14, particularly for the sustainable urban extensions and larger developments in North Northamptonshire are both demanding and challenging. The targets are considered to be achievable, especially given the economies of scale that will arise from the levels of development planned for in North Northamptonshire, and it is not felt that they will place undue burdens on developers in the area.

4.21   Whilst it is recognised that the targets set out in this Plan are demanding and challenging at present, they should be viewed as very much the initial local response in North Northamptonshire to climate change and global warming. It is likely that the targets set out in the policy below will become even more demanding through reviews of this Plan. Established national regulatory stipulations alone (for example the current Building Regulations) are insufficient to meet current Government commitments to reducing carbon emissions. Delivering on climate change will require collaboration across the board from land-owners, developers, planners, training bodies, local government, community organisations and householders themselves.

4.22   In setting the targets aimed at reducing carbon emissions in respect of new development, it is important that such targets do not act to frustrate the possibilities of inward investment to the area. The implementation of the policy will be closely monitored to ensure that it is not acting as a constraint to development or preventing the achievement of the planned levels of growth. This is especially so in relation to certain forms of commercial investment that may be deterred if the need to demonstrate carbon savings is felt to be too onerous, especially in comparison to the requirements stipulated in surrounding areas. In relation to such critical and sensitive forms of commercial development, whilst the standards and targets are challenging, it is anticipated that in most circumstances rather than acting as a brake to investment they will in fact work to attract and promote those businesses willing to commit to delivering the highest environmental standards. However, if it can be clearly and unequivocally demonstrated that the requirements are acting as a brake to investment in individual cases, then there is a possibility that the targets may be reduced in such special circumstances. Given, however, that the targets set in respect of residential development

whilst challenging are adjudged to be achievable, it is unlikely that dispensations will be given in respect of this form of development.

POLICY 14: ENERGY EFFICIENCY AND SUSTAINABLE CONSTRUCTION

Development should meet the highest viable standards of resource and energy efficiency and reduction in carbon emissions. In particular:

a) Proposals for large developments[3] including the Sustainable Urban Extensions, should demonstrate that:

i. residential units to be delivered 2008 – 2012 will meet the Code for Sustainable Homes (CSH) level 3 as a minimum; those delivered 2013 – 2015 will meet CSH code level 4 as a minimum; and those delivered from 2016 onwards will meet CSH code level 6 as a minimum[4]

ii. non-residential development will be compliant with a BREEAM/Eco-building assessment rating of at least 'very good'[4]

iii. a target of at least 30% of the demand for energy will be met on site (the actual figure to depend upon technical and economic viability), and renewably and/or from a decentralised renewable or low-carbon energy supply[5]

(b) Elsewhere, development proposals should demonstrate that:

i. the development incorporates techniques of sustainable construction and energy efficiency

ii. there is provision for waste reduction/recycling

iii. there is provision for water efficiency and water recycling

iv. residential development involving 10 or more dwellings or 0.5 hectares or more of land, and non-residential development involving 1,000 square metres gross floor area or 1 hectare or more of land should demonstrate that at least 10% of the demand for energy will be met on-site and renewably and/or from a decentralised renewable or low-carbon energy supply[5]

[3] Large developments referred to in this policy include developments of 200 or more dwellings.

[4] Or an equivalent or better rating in any new or additional assessment method that may be implemented during the period of this Core Spatial Strategy.

[5] Unless alternative measures such as off-site generation elsewhere within North Northamptonshire can be demonstrated to achieve the same or greater levels of carbon savings.

4.23   The above requirements are to be achieved by combining appropriate measures in undertaking construction and development. These measures will be specified in a North Northamptonshire Supplementary Planning Document on Sustainable Design.

SUSTAINABLE HOUSING PROVISION

4.24   New housing will be distributed according to the principles set out in policies 7 and 9. Presently the housing market is relatively weak in the growth towns and this new provision will meet the requirements of the regional strategy and will be a catalyst for regeneration and area based renewal. Linked to this it is important to ensure that optimum use is made of the existing housing stock and that the quality of existing residential areas is improved. This will be assisted by preparing and implementing Empty Property and Brownfield Development strategies at local authority level. Grants, stock transfer and if necessary compulsory purchase may be used to ensure that empty properties or those in poor physical condition are re-used or replaced.

4.25   New housing development should also achieve the most efficient use of land where appropriate through higher densities that respect the character of surrounding neighbourhoods. The national minimum density for new housing development is 30 dwellings to the hectare. The Sustainable Urban Extensions provide opportunities for well designed residential developments at a range of densities with an overall net density of at least 35 dwellings per hectare. This is referred to in Policy 16.

4.26   In order to promote equity and choice in the housing market it is also important that affordability is maximised and that a mix of housing type, size and tenure is provided. Development should be in locations that are most accessible on foot, cycle and public transport and meet the criteria in Policies 13 and 14 of the Plan. The affordability of housing in rural areas is an issue and it is increasingly the case that some local people can no longer afford to rent or buy in these locations. Over time, there has been and continues to be a shift in the balance of rural communities, that has an impact upon the ability of local services, particularly schools, to maintain their overall viability. Where an identified local affordable housing need cannot be met by applying targets to general housing sites, it may be necessary to make an exception to normal policy, or to identify affordable housing allocations in detailed development plan documents.

[6] *Fordham Research (2007) North Northamptonshire Housing Market Assessment*

4.27   The Housing Market Assessment (HMA)[6] provides the basis for developers, housing providers and the local planning authorities to identify the mix of housing that will best meet identified housing needs and demands in particular localities and create a more balanced housing market that provides the types and sizes of housing that people want.

4.28   The HMA has also assessed the affordable housing requirements of the area, including district Housing Needs Assessments. The two main types of affordable housing are Social Rented Housing where the owner of the dwelling (such as a housing association) subsidises the rent with public money and Intermediate Housing, which shares costs between a social rent and market cost, such as shared ownership where the occupiers buy part of the equity and rent the rest. The affordable housing targets set out in Policy 15 reflect differing levels of need between districts and the fact that some sites are unlikely to make a significant contribution to the supply of affordable housing. These targets are for the period 2006-2011 and will be reviewed. Because of the character of parts of North Northamptonshire where urban regeneration is required, and in accordance with paragraph 29 of Planning Policy

Statement 3, off site provision or a financial contribution towards affordable housing may be a robust way of securing the creation of mixed communities.

4.29   Informed by the HMA, development plan documents will set out more detailed affordable housing requirements, including the mix of types and tenures of housing required to meet local needs and the site thresholds above which affordable housing should be provided to meet the overall targets set out in the Plan. Progress on the delivery of affordable housing against the targets set out in Policy 15 will be monitored development by development.

POLICY 15: SUSTAINABLE HOUSING PROVISION

To deliver sustainable residential communities:

a) Provision will be made for the delivery of a balanced mix of housing types and tenure;
b) To meet local need and to ensure that a percentage of all new development is genuinely affordable, affordable housing provision will be sought in line with the following targets:

Corby	30%
Kettering	30%
Wellingborough	30%
East Northamptonshire	40%

c) The environment of existing residential areas will be enhanced, including renovating and improving the existing housing stock through area based renewal or occasionally through targeted demolition and replacement where this is the most appropriate option;
d) Opportunities for individual and community self build developments will be facilitated where they will contribute to meeting local housing needs, enable innovation and raise environmental quality;
e) New dwellings will be capable of being adapted to meet the needs of all people in line with the 'lifetime homes' standard;
f) Higher densities will be sought particularly in the locations most accessible on foot, cycle and public transport, although increases in density should not detract from the traditional streetscape and built form where this is worthy of safeguarding.

SUSTAINABLE URBAN EXTENSIONS

4.30   As outlined in policies 7 and 9, in order to respond to the Government's Growth Area agenda, the Plan makes provision for a number of Sustainable Urban Extensions (SUEs). These will incorporate local centres, employment and other facilities that will assist with the development of new neighbourhoods, giving residents a sense of place and local identity. However it is equally important that development of the SUEs takes place in a manner that is integrated with the existing communities and built up areas, supporting the viability of local services in the towns as a whole.

4.31   Policy 9 identifies the broad location of SUEs at the Growth Towns. Smaller SUEs will be brought forward at the smaller towns of Desborough, Rothwell and Irthlingborough and at the rural service centre of Raunds. Policy 16 applies to all of these SUEs, which will offer a wide range of dwelling types including both market and affordable housing; provide for employment opportunities; contain facilities that meet the needs of the entire community; and provide access to public transport and cycle/walking routes, ensuring a sustainable means of living for all.

4.32   The SUEs, particularly those at the Growth Towns, represent a major opportunity to enable lifestyles that do not predominantly centre on car use. In order to achieve a significant level of modal shift a package of measures to reduce car usage must be incorporated into the master plans (see paragraph 3.17). An important element will be to increase the travel options that are available to people. Bus services need to be easy and efficient to use, with housing situated no more than 300 metres from bus stops (600 m for express services) and the use of a Smartcard based system as a high-technology solution.

4.33   Encouraging people to walk and cycle will contribute substantially towards achieving modal shift targets. Master planning for the SUEs must provide for safe, overlooked, legible pedestrian routes. Routes should be easy and practical to use and cycling routes should be provided for both off and on road cycling solutions to access key areas within the site and connecting to the surrounding area.

4.34   The Sustainable Urban Extensions will create substantial new communities that need to function as sustainable neighbourhoods and also to integrate physically and socially into the existing towns. Sustainable communities need to be active, inclusive and safe, well run, and fair for everyone. Appropriate community facilities such as places to obtain information on travel choices, to hold meetings or to worship must be provided from an early stage in the development alongside investment in community development and social infrastructure to support the establishment of sustainable communities. Where appropriate, developments should support the provision or improvement of community facilities and services in the town centres where they will be most accessible to existing as well as new residents.

POLICY 16: SUSTAINABLE URBAN EXTENSIONS

Master Plans will be produced for all sustainable urban extensions and should make provision for:

a) A broad balance and range of housing choice, including both market and affordable housing;

b) Variations in housing density with an overall minimum net density of 35 dwellings per hectare;

c) A wide range of local employment opportunities that offer a choice of jobs and training prospects;

d) An appropriate level of retail, leisure, social, cultural, community and health facilities that meet local needs but do not compete with the town centre;

e) Nursery, primary and, where necessary, secondary educational needs;

f) Access to well designed separate but overlooked cycleways (both off and on road) and walking routes serving the local facilities;

g) Housing located within a maximum walking distance of 300m of a frequent, viable and accessible bus service;

h) A design-led approach to the provision of car-parking space with the overall aim of reducing dependency on the private car;

i) Measures to deliver a target of 20% modal shift away from car use over the plan period;

j) A network of green spaces linking the area to the wider green infrastructure framework that provides for large-scale landscape enhancement, the conservation of important environmental assets and natural resources, biodiversity and formal and informal recreation areas;

k) Development that respects the environmental character of its rural surroundings and existing townscape character. Particular attention should be given to the creation of a well designed and defined edge to development and a sensitive transition to adjoining areas in the wider countryside. Proposals will need to include plans for the long term use and management of these areas;

l) Local waste management facilities and neighbourhood waste management facilities for the separation, storage and collection of waste, to increase the efficiency of its subsequent re-use, recycling and treatment.

4.35   The Master Planning approach should reflect and where appropriate incorporate design codes and standards, so as to secure high quality sustainable development. Planning applications should be accompanied by design statements dealing with each of the matters set out in the criteria of policy 16. Design statements will need to demonstrate an understanding of the local natural and built environment as well as embracing sustainable development principles. The latter will help in addressing climate change, protecting biodiversity and open spaces, dealing with waste, and reducing consumption of non-renewable resources.

PROVIDING FOR GYPSIES AND TRAVELLERS

4.36   It is important to provide for the housing needs of a range of specific groups, including gypsies, travellers and travelling show people. Government policy[7] emphasises the importance of assessing the accommodation needs of these specific groups. A Gypsy and Traveller Needs Assessment for Northamptonshire has been undertaken to examine the necessity for further site allocations. This assessment involved interviews with the travelling community and established the need for any new or additional facilities within North Northamptonshire, as well as making recommendations as to how the Districts should respond to the issues raised in the research.

4.37   The Draft Regional Strategy sets out interim minimum additional pitch requirements that Local Development Frameworks should make provision for. In North Northamptonshire the requirement is for up to 61 pitches (equating to up to 89 caravans). These may be made up of a combination of residential and transit pitches to reflect local need. These figures will be superseded by pitch requirements derived from the Northamptonshire Gypsy and Traveller Needs Assessment. The individual Districts will allocate specific sites to accommodate this identified need, using the criteria set out in Policy 17.

POLICY 17: GYPSIES AND TRAVELLERS

Where a need is identified for additional accommodation for gypsies, travellers or travelling show people, planning permission may be granted, or site allocations proposed, when all of the following criteria are met:

a) It should be in accordance with the locational guidance set out in Policy 9 and it should also meet the criteria set out in Policy 13 where relevant;
b) The site is not within an area designated as environmentally sensitive;
c) The site is closely linked to an existing settlement with an adequate range of services and facilities in order to maximise the possibilities for social inclusion and sustainable patterns of living.

5. MONITORING AND REVIEW OF THE PLAN

5.1   Monitoring and Review are key components of the new planning system. Local Development Frameworks (LDFs) need to be continually reviewed and revised, partly to be able to assess the success of the Plan and partly to ensure the components of the framework are updated to reflect changing circumstances nationally, regionally and locally.

5.2   Implementation of the policies contained in the Core Strategy will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The Joint Planning Committee has neither the powers nor the resources to implement the Core Strategy alone. The document's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.

5.3   An Annual Monitoring Report (AMR) will be prepared for the North Northamptonshire Local Development Framework. Effective monitoring will be dependent on inter-agency working and the district councils will play an important role, by monitoring the success of their more detailed local development documents forming part of the LDF.

5.4   The AMR will contain an assessment of progress in preparing the Plan and the more detailed local development documents against the milestones set out in the Local Development Scheme. It will also contain an assessment of the extent to which policies set out in the various documents are being achieved and targets being met. As well as linking with spatial objectives and policies, indicators in the AMR will also link to sustainability appraisal objectives in order to identify the significant effects of policy implementation. If, as a result of monitoring, areas are identified where a policy is not working, key policy targets are not being met or the context has changed (for example the performance and nature of the economy), this may give rise to a review of the Plan, or other parts of the LDF. In the event of a material deficit arising in the delivery of new dwelling completions against the housing trajectory, the districts will bring forward suitable sustainable alternative/additional sites as soon as possible via their development plan documents and/or the development control process to meet the requirements of the Core Strategy (taking forward the Regional Strategy).

5.5   Monitoring of the Plan should focus on implementation, setting out agreed delivery mechanisms to ensure that policies achieve desired results in the required timeframe. Monitoring will assess progress in delivering the Spatial Vision and Objectives through the implementation of policies and may identify policies that need reviewing or replacing because they are not having the intended effect.

5.6   Information on housing delivery in terms of net additional dwellings, will be measured against the housing trajectory set out in Figure 11, showing past and estimating future performance. Other aspects of the monitoring framework will include the environmental performance of the policies.

5.7   The performance of the plan will also be monitored in respect of bringing about a jobs/worker balance through the relationship between residential development and jobs growth. Monitoring this relationship is complicated, not least because of the poor availability of relevant data. The precise relationship will also be difficult to identify because of other factors such as the performance of the world and national economy, which will impact upon jobs growth despite the projected increase in the North Northamptonshire labour force. The relationships between the size of the labour supply (people of working age), the number of economically active people (the labour force) and the number of jobs available within North Northamptonshire are key to assessing the situation. As a simple assessment of the jobs/worker balance, the relationship between the two will be compared to trends over time within North Northamptonshire and compared to other areas (at various spatial scales).

5.8   The following table sets out the performance indicators and targets that will form the basis for monitoring the Plan. These are derived from the Community Strategies, regional and local planning guidance and economic development strategies. The indicators and targets will be reviewed and refined in the Annual Monitoring report.

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
1	Strengthening the Network of Settlements	3, 4, 5, 6, 7, 8, 9, 10	% of development at Growth Towns (Housing, Retail, Leisure) from 2006 baseline	66% Residential (of NN total) Increase in comparison retail floorspace 2004-2021 (see targets in Policy 12)	Through site allocations and designations in the Site Specific DPDs and other development plan documents Through development control process Public and private investment coordinated through NNDC	CSS Tyms Town Centre Study	District Councils NNDC emda Developers NCC
			% of residential development at smaller towns	17% (of NN total)		CSS	
			% of residential development at Rural Service Centres	6% (of NN total)		CSS	
			% of residential development in rural areas	Maximum 11% (of NN total split by district in Policy 10)		CSS	
			Access to services in rural areas	Targets set out in Site Specific DPDs, Accessibility Strategy		NCC Accessibility Strategy	
2	Connecting North Northamptonshire with surrounding areas	3, 5, 6,7, 8, 9	Modal split for all journeys Delivery of transport schemes identified in Policy 2	Targets set out in Policy 13 Delivery of Railway Station at Corby early in the plan period Delivery of other transport schemes to time scales set out in LTP/NNDC Spatial Investment Strategy	Site Specific DPDs LTPs (including accessibility strategies) Highways Agency TPI DfT Rail Franchises		Northamptonshire County Council (Highways Authority) Districts Public Transport providers DfT Rail Highways Agency Developers

References to Spatial Investment Strategy throughout this document relate to the Programme of Development to be prepared by the North Northants Development Company (NNDC)

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
3	Connecting the Urban Core	3, 4, 5, 6, 7, 9	Development of centrally located bus interchanges at Corby/Kettering/Wellingborough and Rushden Bus Patronage	Targets in LTP	Close working with Northamptonshire County Council including LTP Through liaison with Bus Operators Through site allocations in Site Specific Allocations LDDs, Town Centre AAPs, Town Centre Masterplans		Northamptonshire County Council (Highways Authority) Districts Public Transport providers DfT Rail Highways Agency Developers
4	Enhancing Local Connections	3, 4, 5, 6, 7, 9	Proportion of new housing within 30 minutes by public transport from key facilities (core output 3b)	Targets in LTP Accessibility Strategy	Through close working with Northamptonshire County Council		Northamptonshire County Council (Highways Authority) Districts Public Transport providers DfT Rail Highways Agency Developers NHS
5	Green Infrastructure Framework	1, 2, 8	Development and implementation of green infrastructure framework	Through designations of corridors/facilities in Site Specific DPDs Funding secured to deliver identified Sub-Regional projects	Through the development control process Through Site Specific DPDs Private and public investment		District Councils National/Local Agencies River Nene Regional Park Landowners, developers, voluntary and local groups, partners
			Change in areas and populations of biodiversity importance (core output-8)	Increase in priority habitats and species (by type). Targets in BAP	As above		
			Change in areas designated for their intrinsic environmental value including sites of international, national and local significance	Area designated as LNR and CWS	Site Specific DPD's		

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
6	Infrastructure Delivery and Developer Contributions	6, 9	Amount of identified Strategic Infrastructure in CSS and NNDC Business Plan delivered	Targets set out in Spatial Investment Strategy, Developer Contributions SPD, Site Specific DPDs/AAPs	Working with NNDC infrastructure providers and developers	NNDC Business Plan Spatial Investment Strategy	Developers, NNDC, District Councils & County Council
			Amount of funding secured through Tariff approach for strategic infrastructure	Targets set out in Spatial Investment Strategy, Developer Contributions SPD, Site Specific DPDs/AAPs			
7	Delivering Housing	3, 10	Delivery of housing requirements/trajectory p.a. (core output 2a)	As set out in policy 7	Through site allocations in Site Specific Allocations DPDs and other relevant documents Through the development control process	CSS Housing Trajectory	
8	Economic Prosperity		Sectoral employment % working age population with no qualifications % of working age population qualified to NVQ level 4 or above Jobs/Worker balance	 10% by 2012 40% by 2012 Time series & cross-sectional comparison to trend	Site Specific DPDs/AAPs SRES	SRES target for Northants	Skills/Training Providers EMDA

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
9	Distribution & Location of Development	3, 4, 5, 6, 7, 8, 9	Percentage of new and converted dwellings on previously developed land (core output 2b) Proportion of commercial development on brownfield land (core output 1c)	Minimum 30% on PDL across North Northampton-shire (Policy 9 and paragraph 3.81)	Through site allocations in Site Specific DPDs and other relevant DPDs Brownfields Development Strategies Public and private investment coordinated through NNDC		District Council Developers EMDA
10	Distribution of Housing	3, 7, 10	Distribution of housing	As set out in Policy 10	Through Site allocations in Site Specific and other relevant DPDs		District Councils Developers
11	The Distribution of Jobs	3, 4, 6, 7, 9	Amount of B Use Class Floorspace developed Losses	Arising from Policy 11 and set out in Site Specific DPDs/ AAPs		CSS	District Councils Developers EMDA
			On track to meet net job growth to 2021 (by sector)	As set out in Policy 11			
12	Distribution of Retail Development	3, 4, 6, 7, 9	Amount of completed retail, office and leisure development in town centre and non town centre locations (core output 4b)	Minimum target to 2021 above existing commitments: – Kettering 20,500 m² – Corby 15,500 m² – Wellingborough 15,500 m² For smaller towns targets set out in Site Specific DPDs	The extent of the town centres, district and primary shopping area will be identified in Site Specific Allocations DPD and Town Centre AAPs	CSS	Local Authorities Developers
			Level of comparison expenditure retained in NN	Increase to 55% the amount of comparison expenditure retained in NN		Tyms Town Centre Study	

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
13	General Sustainable Development Principles	1-10	Master planning and development /design briefs meeting the criteria in this policy	All sustainable urban extensions	Through the preparation of more detailed guidance i.e. SPD, Site Masterplans Development briefs		Local Authorities Developers
			Amount of completed non-residential development within Use Class Orders A, B and D, complying with car parking standards (core output 3a)	100%			
			Modal shift	20% reduction in single occupancy car journeys to work in developments of over 200 dwellings (compared to adjoining wards) and 5% elsewhere over the plan period	Through close liaison with key agencies and local communities that contribute towards securing quality development		
			No. of developments incorporating SuDS	Increase in number of sites			
			No. of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds (core output 7)	None			
			Change in areas and populations of biodiversity importance (core output-8)	Increase in priority habitats and species (by type). Targets in BAP	As above		
			No loss or damage to nationally designated sites				

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
14	Energy Efficiency and Sustainable Construction	1-10	Renewable energy capacity installed by type (core output 9)	30% of energy will be met on-site and renewably and/or from a decentralised renewable or low-carbon energy supply (for all larger developments including SUEs ; 10% of energy will be met on-site and renewably and/or from a decentralised renewable (residential development involving 10 or more dwellings or 0.5 hectares or more of land, and non-residential development involving 1,000 square metres gross floor area or 1 hectare or more of land)	Through the development control process and the more detailed policies within the other DPDs	Draft Regional Strategy	Local Authorities Developers Utility Providers Public Bodies CABE EMRA emda
			% of homes in larger developments including SUEs meeting CSH	100% 2008 – 2012 meeting CSH level 3 as minimum 100% 2013 – 2015 meeting CSH code level 4 as minimum 100% 2016 onwards will meet CSH code level 6 as a minimum			
			% of non-residential development in larger developments including SUEs meeting at least BREEAM very good standard	100%			

TABLE 7: PERFORMANCE INDICATORS AND TARGETS FOR MONITORING

POLICY NO	POLICY TITLE	SPATIAL OBJECTIVE	KEY INDICATORS	TARGETS	DELIVERY MECHANISMS	SOURCE OF TARGET	OTHER IMPLEMENTING ORGANISATIONS
14	Energy Efficiency and Sustainable Construction	1-10	% of new dwellings or commercial developments meeting at least BREEAM very good standard	100% (All SUEs, residential +25 dwellings)	Through the development control process and the more detailed policies within the other DPDs	Draft Regional Strategy	Local Authorities Developers Utility Providers Public Bodies CABE EMRA emda
15	Sustainable Housing Provision	2, 3, 6, 7, 8	% of affordable homes completed as a proportion of total new dwelling completions (core output – 2d) Homes meeting Lifetime Homes Standard	As set out in CSS Policy 15 and Developer Contributions SPD Targets set out in Housing Market Assessment		North Northamptonshire HMA	Local Authorities Developers Housing Associations
16	Sustainable Urban Extensions	1, 2, 3, 5, 6, 9, 10	Delivery of initial SUEs (delivery p/a)	Timescales set out in CSS	Through Site Specific DPDs, Urban Extension AAPs		Local Authorities Developers
			Timing of infrastructure and service provision	As set out in masterplans/ AAP's	Masterplanning and community involvement		
			% of all dwellings completed at less than 30 dwellings per hectare (dph)				
17	Gypsies and Travellers	10	Amount of gypsy/traveller accommodation developed	Targets identified by Traveller Needs Assessment	Through Site Specific DPD's	Interim targets from draft Regional Spatial Strategy	Local Authorities

APPENDIX 1

SCHEDULE OF SAVED LOCAL PLAN POLICIES TO BE REPLACED BY POLICIES IN THE ADOPTED CORE SPATIAL STRATEGY

The list of policies to be superseded will increase as further DPDs are adopted. A continuously updated list of superseded policies can be viewed on the Joint Planning Unit web site: www.nnjpu.org.uk

DISTRICT/BOROUGH	POLICY	POLICY NAME/DESCRIPTION	TO BE REPLACED BY CORE STRATEGY POLICIES
East Northamptonshire	GEN2	General Development Principles	13
East Northamptonshire	EN3	Protection of tree affected by development	13
East Northamptonshire	EN4	Use of indigenous species in planting schemes	13
East Northamptonshire	EN5	Retention of attractive landscape features	13
East Northamptonshire	EN6	Protection of Nene and Welland Valleys	5
East Northamptonshire	EN7	Promotion and conservation of Nene and Welland Valleys	5 & 13
East Northamptonshire	EN22	Advertisements in the open countryside	13
East Northamptonshire	EN25	Setting of historic parks and gardens	13
East Northamptonshire	EN26	Control of light pollution	13
East Northamptonshire	EN27	Shop front design	13
East Northamptonshire	H3	Housing land supply	7 & 8
East Northamptonshire	H6	Specialised accommodation for elderly, disabled and young persons	15
East Northamptonshire	H8	Houses in multiple occupation	13
East Northamptonshire	H17	Residential alterations and extensions	13
East Northamptonshire	H18	Temporary dwellings	13 & 17
East Northamptonshire	H19	Travellers' Accommodation	17
East Northamptonshire	H21	Tandem Development	13

DISTRICT/BOROUGH	POLICY	POLICY NAME/DESCRIPTION	TO BE REPLACED BY CORE STRATEGY POLICIES
East Northamptonshire	H22	Backland Development	13
East Northamptonshire	H23	Hostels and homes	13
East Northamptonshire	H24	Commercial development in residential areas	13
East Northamptonshire	H25	Use of dwellings for non-domestic commercial purposes	13
East Northamptonshire	EMP3	Release of land for employment development	7 & 8
East Northamptonshire	EMP4	Expansion of existing business	13
East Northamptonshire	EMP5	Development which strengthens the economy	13
East Northamptonshire	EMP6	Non conforming uses	13
East Northamptonshire	EMP7	Design of new development	13
East Northamptonshire	EMP8	Office development	8 & 11
East Northamptonshire	EMP9	Small business	8 & 13
East Northamptonshire	EMP13	Business and general industrial development in the open countryside	1 & 11
East Northamptonshire	AG11	Garden centres	1 & 13
East Northamptonshire	AG12	Mobile canteens	13
East Northamptonshire	RL1	Development criteria for recreation and leisure projects	13
East Northamptonshire	RL5	Recreation and leisure provision in non-residential schemes	13
East Northamptonshire	RL14	Entertainment and cultural facilities	13
East Northamptonshire	TR1	Development prejudicing the construction of road schemes	2
East Northamptonshire	TR2	Local Roads	13
East Northamptonshire	TR3	Access, manoeuvring and parking	13
East Northamptonshire	TR5	Routes and facilities for cyclists and pedestrians	13
East Northamptonshire	TR8	Provision for the needs of disabled people	13

DISTRICT/BOROUGH	POLICY	POLICY NAME/DESCRIPTION	TO BE REPLACED BY CORE STRATEGY POLICIES
East Northamptonshire	PU1	Protecting water quality	13
East Northamptonshire	PU7	Underground cables and ducting for new development	13
East Northamptonshire	CF2	Community health facilities	1,6 & 13
East Northamptonshire	CF3	Community uses	1,6 & 13
East Northamptonshire	CF4	Grouping of community facilities	1,6 & 13
East Northamptonshire	CF5	Places of worship	1,6 & 13
East Northamptonshire	CF6	Cemeteries	5 & 13
East Northamptonshire	CF8	Retention of community facilities and services	13
Corby	P1(J)	New development	13
Corby	P8(J)	Open Countryside	1
Corby	P1(R)	Affordable Housing	15
Corby	P4(R)	New Housing Development	13
Corby	P1(T)	Road Layout	13
Corby	P2(T)	Road Layout	13
Corby	P12(T)	Cyclists	13
Corby	P13(T)	Pedestrians	13
Corby	P2(S)	Corby Town Centre	13
Corby	P5(S)	Corby Town Centre	13
Corby	P14(S)	Other Retail Development	12 & 13
Corby	P4(C)	Conservation and Enhancement of the Water Environment	5 & 13
Corby	P7(L)	Retention of Playing Fields	13
Corby	P9(L)	Access to the Countryside	1

DISTRICT/BOROUGH	POLICY	POLICY NAME/DESCRIPTION	TO BE REPLACED BY CORE STRATEGY POLICIES
Corby	P6(E)	Wildlife, Geological and Landscape Protection	13
Kettering	8	Enhancement of the open countryside and the Kettering/Corby Green Wedge	5
Kettering	17	New Woodland	5
Kettering	20	Kettering/Corby Green Wedge	5
Kettering	30	New Development	13 & 16
Kettering	37	Density and Site Layout	13
Kettering	46	Alterations and Extensions	14
Kettering	47	Residential Amenity	13
Kettering	48	Replacement Dwellings	9
Kettering	84	New Development Access and Layout Considerations	6, 13 & 16
Kettering	85	Car Parking and Servicing for New Development	13
Kettering	88	Protection of Existing Outdoor Sports Facilities	13
Kettering	89	Enhancement of Existing Outdoor Sports Facilities	13
Kettering	90	New Outdoor Facilities	16
Kettering	91	New Football Stadium	16
Kettering	94	Existing Open Space	5 & 13
Kettering	95	New Open Space Provision	5 & 16
Kettering	96	Allotments	5, 13 & 16
Kettering	97	Footpaths and Bridleways	5, 13 & 16
Kettering	98	Heritage Trails	5 & 13
Kettering	117	Community facilities	6 & 13
Kettering	B10	Heritage Trail	13

DISTRICT/BOROUGH	POLICY	POLICY NAME/DESCRIPTION	TO BE REPLACED BY CORE STRATEGY POLICIES
Kettering	D10	The Ise Valley	5
Kettering	D11	Hall Farm/ Harrington Road	5 & 13
Kettering	K13	Affordable Housing on KBC sites	8 & 15
Kettering	K24	Public Car Parks	8, 9 &13
Kettering	R10	Heritage Trail	5 & 13
Kettering	RA8	Alterations and Extensions	13
Kettering	118	Compensatory Planning Obligations	6
Wellingborough	G1	General	13 & 14
Wellingborough	G22	Landscaping	13
Wellingborough	H2	Rural Housing	1, 10 & 13
Wellingborough	H3	Rural Housing	1, 10 & 13
Wellingborough	H10	Showpeople's quarters	17
Wellingborough	H12	Housing Layout & Design	13 & 14
Wellingborough	UH5	Housing Layout & Design	13 & 14
Wellingborough	E1	Industrial Estates	11
Wellingborough	E3	New Employment	1 & 13
Wellingborough	E4	Existing employment Sites	11
Wellingborough	E6	Employment in the Open Countryside	9 &11
Wellingborough	E7	Large Scale Warehousing	11
Wellingborough	E12	Design Considerations	13 & 14
Wellingborough	UE1	Design Considerations	13 & 14
Wellingborough	L1	Existing Community Facilities	13

Every effort will be made to ensure this document is accessible to all.
Please contact the JPU on 01536 274974 for assistance and further information.

North Northamptonshire
Joint Planning Unit